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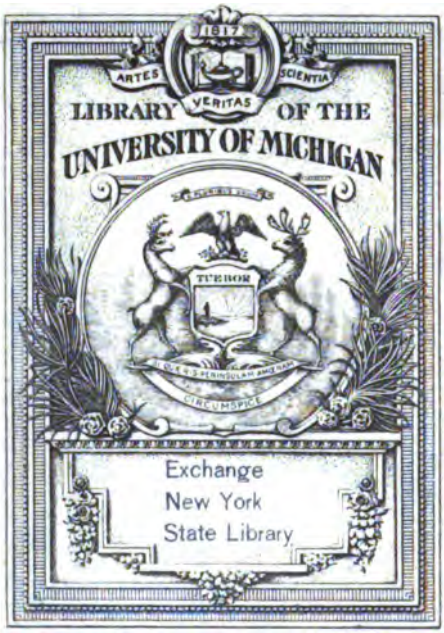

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NEW YORK

LEGISLATIVE DOCUMENTS

ONE HUNDRED AND FORTY-FOURTH SESSION

1921

VOL. XIII — NOS. 47-48 — PART 1

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STATE OF NEW YORK

PUBLIC SERVICE COMMISSION

FOR THE FIRST DISTRICT

FOURTEENTH ANNUAL REPORT

For the Year Ended December 31, 1920

ALFRED M. BARRETT,
Commissioner

MORGAN T. DONNELLY,
Deputy Commissioner

CHARLES V. HALLEY, JR.,
Deputy Commissioner

TERENCE FARLEY,
Counsel

JAMES B. WALKER,
Secretary

Report and Appendix

TRANSMITTED TO THE LEGISLATURE JANUARY 10, 1921

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STATE OF NEW YORK

Public Service Commission for the First District

New York, *January* 10, 1921

Honorable Jeremiah Wood, *President of the Senate*
Honorable H. Edmund Machold, *Speaker of the Assembly*

Sirs: The Public Service Commission for the First District of the State of New York herewith transmits to the Legislature its report for the year ended December 31, 1920.

Respectfully,

ALFRED M. BARRETT,
Commissioner.

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TABLE OF CONTENTS

PAGE

Chapter I. General 7

II. Litigation 37

III. Formal Cases Relating to Transportation, Heat, Light and Power Companies 51

IV. Regulation of Transportation Corporations 84

V. Labor Disputes 112

VI. Franchise and Tariff Bureaus 118

VII. Capitalization of Public Utilities 123

VIII. Equipment Inspection, Etc 132

IX. Regulation of Light, Heat and Power Corporations 153

Appendix: Statistics of Public Service Corporations, prepared by the Bureau of Statistics and Accounts 177

(For Analysis of Contents, see page 179.)

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CHAPTER I

GENERAL

NEW YORK CITY, *January* 10, 1921.

To the Honorable the Legislature of the State of New York:

The Public Service Commission for the First District herewith presents to the Legislature its Fourteenth Annual Report, for the year ended December 31, 1920. At the opening of the year the Commission was constituted as follows: Commissioner, Lewis Nixon; Deputy Commissioners, Edward J. Glennon, Alfred M. Barrett and Morgan T. Donnelly. On April 25, 1920, Deputy Commissioner Glennon resigned, owing to his appointment by the Governor as Justice of the Supreme Court. On April 26, 1920, Commissioner Nixon appointed Charles V. Halley, Jr., in his place. On November 4, 1920, Commissioner Nixon resigned, and on November 6, 1920, the Governor appointed Deputy Commissioner Barrett to succeed him. At the close of the year, therefore, the Commission was constituted as follows: Commissioner, Alfred M. Barrett; Deputy Commissioners, Morgan T. Donnelly and Charles V. Halley, Jr. The vacancy in the office of Deputy Commissioner has not been filled.

During the year the Commission has held 382 hearings in formal cases involving various matters relating to transportation, gas, electric, steam and baggage-transfer cases. The number of new proceedings started during the year was 113. The Commission held 140 formal sessions and adopted 236 formal orders. At the end of the year 37 proceedings were still open and 35 proceedings were closed but not yet decided.

As an index of the volume of work transacted during the year the figures from the Commission's mailing department are significant. The incoming mail for the year exceeded 30,000 pieces, an average of more than 2,500 pieces per month. The outgoing mail was in excess of 28,000 pieces. Printed and mimeographed publications of the Commission distributed through the mails, express companies and by messenger totaled 20,000 pieces. The

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total number of letters and documents filed and indexed during the year, including 382 transcripts of testimony, aggregated 58,000 pieces.

Expenses of the Commission

For the expenses of the Public Service Commission for the First District for its regular work the Legislature has appropriated for the fiscal year ending June 30, 1921, a total of $711,334. In addition, as elsewhere explained, extra appropriations to enable the Commission to defend the gas rate litigation were made to the extent of $82,000.

The budgetary requests of the Commission for its regular work for the fiscal year ending June 30, 1922, call for $822,480.94. Of this total $676,610 is for salaries and $145,870 for maintenance and operation. The increase is due to necessary increases in salaries and to the higher cost of supplies, traveling expenses, etc., which having been underestimated last year resulted in deficits. Owing to the increased rates on railroads and street railroads and to an unusual amount of traveling by inspectors and others due to strikes, last year's appropriation for traveling expenses fell short about $3,000, and the Commission has asked a deficiency appropriation this year to make up the deficit. It may also be required to pay higher rates for telephone service.

The increases in salaries asked for aggregate $63,126, or approximately 10 per cent over the appropriation for the current fiscal year. The increases apply only in cases where the Commission believes a higher compensation necessary to retain in its employ competent employes and to make their recompense somewhere near what they could command in private employment. In the few instances where increases in excess of $1,000 a year are requested the professional and technical men affected are and have been for some time underpaid.

During the year 1919, as previously reported, the Commission's work was considerably hampered by the scarcity of competent employes and the difficulty of obtaining them in competition with private business concerns. These conditions prevailed during the first half of the year 1920, but for the last six months considerable improvement has been shown. Nevertheless the Commission has not been able yet to fill all the positions required by its budget.

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From January 1 to June 30 the average number of employes was 242 out of a budget total of 312. From July 1 to December 31 the average number was 255 out of a possible total of 302. It will be seen, therefore, that the Commission's force is still 47 employees short of what it should be.

In spite of these conditions the Commission has done a great deal of work and has handled some unusually important matters. The disturbed economic situation following the conclusion of the World War produced more or less chaotic conditions in the field of public utilities. These conditions were reflected in proceedings before the Commission and before the courts upon applications for increased rates. The law empowering the Public Service Commissions to treat such matters has been further clarified during the year by court decisions, but further legislation or adjudication is necessary to give this Commission a clearer idea of the extent of the power over rates delegated to it by the Legislature.

Rates Fixed by Statute

Perhaps a word here as to rates fixed by statute may not be amiss. Under laws enacted in 1906 and subsequently, the statutory maximum rate for gas manufactured and sold in the City of New York, except in outlying districts, has been 80 cents per thousand cubic feet. Under its present powers the Commission may reduce the rate but may not increase it above the statutory limit. The gas companies, faced with the increased costs due to war and post-war conditions, not being able to obtain relief from the Commission, have appealed to the courts upon the ground that the rates fixed by statute are confiscatory. In the great majority of cases the courts have held the statutory rate confiscatory and have authorized the gas companies to increase their prices, and have restrained the Public Service Commission from enforcing the statutory rate. This has resulted in the destruction of uniformity. Gas companies operating within the city are now charging $1, $1.10, $1.20, $1.25, $1.40 and $1.50 per thousand cubic feet. It is difficult for the average consumer to reconcile these variations. The man who is called upon to pay $1.50 cannot understand why his neighbor should be able to get gas for $1.10 or $1.20. While

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there is some practical justification for a difference in rates, owing to the varying costs of production and the difference in the character of the territory served (i. e., whether densely or thinly populated); it would seem that the existing divergence is altogether too great for the cost of a necessary article manufactured by all companies within the same city and under generally the same circumstances.

From the court rulings it is evident that the statutory prices fixed fourteen years ago do not fit present conditions. It is for the Legislature to determine whether new maximum rates shall be established by it or whether the Public Service Commissions shall be empowered to fix such rates after proper investigation. In this connection there should be considered the cost to the community, through a multiplicity of legal proceedings, of the efforts of companies to obtain relief from a statutory mandate, which in the course of years may become arbitrary and obsolete. Elsewhere a detailed description is given of the Commission's work in defending the 80-cent statute against these assaults. No less than sixteen different cases before the courts approximately at the same time demanded the attention of the Commission. In consequence the Commission had to make an emergency appeal to the last session of the Legislature for extra appropriations. In the Consolidated Gas case the Commission retained William Hayward, Esq., as Special Counsel to defend the attack on the 80-cent rate, and the Legislature appropriated $32,000 for the payment of Colonel Hayward's retainer and the expense involved in obtaining stenographic transcripts of the testimony. In the sixteen other cases in which the Commission was compelled to make defense, the last Legislature appropriated $50,000 for the payment of additional counsel, engineers, accountants and clerks necessary to the proper discharge of this duty. As the cases have not yet been finally adjudicated, these extra expenses will continue at least during the next fiscal year, and therefore the Commission is obliged to apply to your honorable body for the further grant of such extra appropriations as may be necessary.

The expense of such litigation adds greatly to the cost of Public Service Commission regulation. There is no doubt that if the

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Commissions themselves were given complete power over public utility rates, crises such as the present could be met in the orderly procedure of the Commission and recourse to the courts for relief from a statutory burden, with the consequent expenses it imposes upon the state, would be made unnecessary.

The maximum rate for electric current was also fixed by the statutes of 1906 at 10 cents per kilowatt-hour, except in outlying districts. The Public Service Commission for the First District has from time to time ordered reductions in this rate so that at the present time the ten-cent rate has been reduced to 8 cents per kilowatt-hour by the Commission. In this case the statutory limit fixed fourteen years ago is too high to fit present conditions, but the necessary changes in it have been made through orderly procedure before the Public Service Commission and without expensive litigation. This was possible, however, only because the Commission has the right to reduce the rate under the statutory maximum. If the electric rate, however, as fixed by statute, had been too low, there would undoubtedly have been expensive litigation as to whether it was high enough to give the companies an adequate return.

The Transportation Situation

In response to a concurrent resolution of the Senate and Assembly of the 1920 Legislature, Commissioner Nixon on March 1, 1920, submitted a special report upon the traction situation in New York City. The resolution called upon him for the results of his investigations "and information as to whether it is possible for the traction companies to give adequate service at the present rate of fare." In that report a complete review of transportation conditions in Greater New York was given and the financial reports of all street railroad companies for the fiscal year ended June 30, 1919, were summarized. So far as possible figures were given for the last six months of 1919, but these necessarily were not as complete as the figures for the entire fiscal year. That report has been printed by order of the Legislature and is accompanied by a set of maps of all boroughs of the Greater City showing the existing transportation lines. It will be useful to the Legislature or any committee thereof called upon to consider transportation conditions in New York City.

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Herewith the Commission is able to present summaries of the reports of the companies for the fiscal year ended June 30, 1920. Surprising as it may seem, in view of the improvement in general conditions and the large increase in traffic, the total deficit of all the street railroad companies is larger by more than $2,000,000 for the fiscal year just closed than it was for the previous one. For the fiscal year ended June 30, 1919, the total deficit of all companies operating within the Greater City, that is, the amount by which the companies fell short of paying all operating expenses, interest, rents and other fixed charges, was $8,556,408. The deficit for the fiscal year ended June 30, 1920, was $10,735,399. There were several causes for the increased loss, among them considerable increases in the wages of employes, a substantial rise in the prices paid for coal and generally increased cost of maintenance. Under an order of the Commission issued several years ago one of the large surface car companies of the city was directed to set aside each year 20 per cent for depreciation. Out of this fund it was expected to pay for all repairs and to keep the surplus as a reserve. During the last fiscal year the actual expenditure of this company for maintaining its property in proper condition was upward of 25 per cent of its gross earnings, so that it not only used up the entire 20 per cent allowance for depreciation, but in addition had to draw upon its reserve fund. It is probably true that a greater amount of maintenance work was done during the fiscal year ended June 30, 1920, than in the preceding year, and it is also true that the same work cost more than it did in 1919.

In the report of March 1, 1920, above referred to, Commissioner Nixon stated that it was not possible for all of the traction companies to give adequate service at the present fare if present conditions continue. From the foregoing paragraphs your honorable body will see that the outstanding feature of the "present conditions" referred to by Commissioner Nixon is still the outstanding feature in the fiscal year just closed.

Some relief has been extended by this Commission during the year 1920. But this applies only to some of the smaller companies and was made possible solely by the action of the courts. After the Richmond Light and Railroad Company, which operates a system of trolley cars on Staten Island, went into the hands

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of a receiver, Commissioner Nixon, following a decision of the Court of Appeals, which held that the Commission has power to regulate rates fixed in certain classes of franchises, authorized the Receiver to charge an 8-cent fare. The road at the time was crippled by a strike. The fare previously had been 5 cents. Under this order the Receiver was able to settle the strike and resume the operation of the system and is still continuing it. So far as the reports show, the increased fare has more than paid the actual cost of operation.

In December, 1920, Commissioner Barrett, after full investigation, authorized the Receivers of the Manhattan and Queens Traction Corporation to establish two zones and to charge a 5-cent fare in each zone. Previously the company had been limited to a 5-cent fare over the entire line. This company operates a trolley railroad from the Manhattan end of the Queensboro bridge to Elmhurst and Jamaica in Queens Borough. The total distance is about 10½ miles. By the new order the company is charging 5 cents for a ride from Manhattan to Elmhurst, and 5 cents from Elmhurst to Jamaica. It is estimated that the increase in fare will net the company about $106,000, which will just about offset the total deficit claimed for the fiscal year ended June 30, 1920. This decision also was made possible by court decision. The petition of the Receivers was submitted to the Commission on August 30, 1919, but consideration of it was prevented by a writ of prohibition issued by the Supreme Court on the application of The City of New York. Proceedings were halted until the Court of Appeals on July 7, 1920, decided the case. The court held that the Commission had the right to regulate fares under the franchises held by this company.

Receiverships and Abandoned Lines

As to receiverships the situation remains unchanged from that reported in the report of March 1, 1920. The following companies are still in the hands of receivers:

New York Railways Company; Job E. Hedges, Receiver.

Second Avenue Railroad Company; Charles H. Chalmers, Receiver.

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Manhattan and Queens Traction Corporation; W. R. Begg and A. C. Hume, Receivers.

New York Consolidated Railroad Company; Lindley M. Garrison, Receiver.

Brooklyn Heights Railroad Company; Lindley M. Garrison, Receiver.

Nassau Electric Railroad Company; Lindley M. Garrison, Receiver.

Coney Island and Brooklyn Railroad Company; Lindley M. Garrison, Receiver.

Brooklyn, Queens County and Suburban Railroad Company; Lindley M. Garrison, Receiver.

*Staten Island Midland Railway Company; Jacob Brenner, Receiver.

Richmond Light and Railroad Company; John J. Kuhn, Receiver.

These companies operate about 700 miles out of a total of 1900 miles operated in the Greater City.

At the time this report is made, namely, the close of the year 1920, the following lines had ceased operation chiefly because they could not pay expenses:

New York Railways Company:
- Avenue C Line.
- Madison Street Line.
- Spring and Delancey Street Line.

Belt Line Railway Corporation:
- East Belt Line.

Mid-Crosstown Railway Company, Inc.:
- Twenty-eighth and Twenty-ninth Streets Line.

Pelham Park and City Island Railway Company:
- Pelham Park–City Island Line.

Third Avenue Bridge Company:
- Queensboro Bridge Line.

New York and North Shore Traction Company.
- Whitestone and Little Neck Lines.

Brooklyn and North River Railroad Company:
- Brooklyn and North River Line.

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*(Lines of this company now under lease and operated by The City of New York.)

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*Staten Island Midland Railway Company:
All lines.
Brooklyn, Queens County and Suburban Railroad Company:
†Metropolitan Avenue Line.
Wyckoff Avenue Line.
Nassau Electric Railroad Company:
†Ocean Avenue Line.
†Thirty-ninth Street Ferry–Coney Island Line.
Church Avenue Line.
Park Avenue Line.
Rogers Avenue Line.
Hicks Street Line.
Seventh Avenue Line.
Ralph Avenue Shuttle.

The following lines by order of the courts have been separated from the parent systems:

New York Railways System:
Eighth Avenue Line.
Ninth Avenue Line.
Fourth and Madison Avenue Line.
Brooklyn Rapid Transit System:
All lines of Brooklyn City Railroad Company.

New Rapid Transit Lines Needed

The time is at hand when extensive additions to the present transit facilities must be made. The rapid transit lines (subways and elevated railroads) of the Interborough Rapid Transit and Brooklyn Rapid Transit Systems, the two leading transportation facilities of the city, are now overburdened. Notwithstanding the operation of ten-car trains every two minutes or less on the Interborough subways during rush hours, the congestion is almost as bad as it was three years ago before the new lines were opened. The growth of traffic has been so great that the additional facilities provided under the Dual System contracts have been almost entirely absorbed. Either the City of New York or the operating companies, or both, must provide in the near future extensive

* Operation resumed by The City of New York.
†Partial operation resumed.

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additions to the rapid transit systems. The Transit Construction Commissioner has received and made public a report from his Chief Engineer outlining various extensions of and additions to the city's existing rapid transit lines, which, if built, will require an expenditure of $300,000,000 or $350,000,000. Where this immense amount of money is to come from it is difficult to say. The City of New York is at present too close to the constitutional limitation of indebtedness to warrant it in issuing bonds for any large amount for rapid transit purposes. Operating companies certainly cannot be expected to build the necessary extensions with their own capital when they are struggling to make ends meet. In considering possible legislation affecting the transit situation in this city, your honorable body should not overlook the necessity of providing means for the enlistment of the vast amount of capital required to provide additional facilities.

Large Traffic Increase

As above stated, the street railway traffic in New York City for the fiscal year ended June 30, 1920, shows a large increase over the previous fiscal year. For the year ended June 30, 1919, the total number of revenue passengers carried by all the street railroads in the city, including subway, elevated and surface lines, was 2,079,944,297. The same traffic for the fiscal year ended June 30, 1920, was 2,364,775,067. This was an increase of 284,830,770 passengers, or 13.69 per cent. Reduced to months, this means an average increase of about 23,000,000 per month, or a daily average increase of about 763,000. This seems incredible and it would be impossible had it not been for the large additions to the transportation facilities opened for operation within the last three years. The immensity of the figures is ominous of the future. Unless New York City takes prompt steps to plan and build new rapid transit lines and have them ready for operation within four or five years, the traffic situation in the city will have become little less than terrible. Even at present the congestion on all lines during the rush hours is extreme, and if the ratio of increase shown last year should continue, the present facilities will be overwhelmed within a very few years.

The largest increase during the year was recorded on the sub-

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way division of the Interborough Rapid Transit Company. On this division the number of revenue passengers increased from 461,147,058 in 1919 to 586,098,633 in 1920 — an increase of 124,951,575, or 27.1 per cent. The next largest increase was shown on the elevated and subway lines of the Brooklyn Rapid Transit System, operated by the New York Consolidated Railroad Company. Here the number of revenue passengers increased from 308,879,791 to 376,782,635 in 1920 — an increase of 67,902,844, or 21.98 per cent.

The elevated railroads operated by the Interborough Rapid Transit Company showed an increase from 348,188,600 to 369,034,477 — an increase of 20,845,877, or 5.99 per cent. In the previous year, owing to the opening of new subway lines, the elevated traffic had fallen off more than four millions and the increase for 1920 shows that they have not only recovered that loss, but have made a substantial increase over the figures for 1918.

The Hudson and Manhattan Railroad Company, which operates the McAdoo tubes between Manhattan and New Jersey, showed an increase in passenger traffic from 86,050,815 in 1919 to 92,250,836 — an increase of 6,200,021, or 7.21 per cent. The above constitute all the so-called rapid transit lines in the city. The total increase upon all was 219,900,317, or an average of 18.26 per cent.

The street surface lines make a different showing. Those in the Borough of Manhattan show an actual decrease, the traffic falling from 370,084,711 in 1919 to 348,960,461 in 1920 — a decrease of 21,124,250, or 5.71 per cent. It is easy to account for the decrease. The principal surface railway system in Manhattan, the New York Railways Company, has been in the hands of a receiver for some time and by permission of the court several unprofitable lines have been abandoned and others have been cut off from the system to operate independently, which involved the discontinuance of free transfers in many cases, and the City of New York has placed in operation several omnibus lines which, undoubtedly, took considerable traffic away from the street railroads.

In the Borough of The Bronx, surface car lines showed an increase from 80,806,261 in 1919 to 94,141,991 in 1920 — an

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increase of 13,335,730, or 16.5 per cent. In the Borough of Brooklyn an even larger increase was shown, the traffic growing from 362,105,288 to 432,936,277 — an increase of 20,830,939, or 19.56 per cent.

In the Borough of Queens the surface lines, exclusive of the Brooklyn Rapid Transit routes, increased from 46,723,577 to 49,562,574 — an increase of 2,838,999, or 6.08 per cent. In the Borough of Richmond, owing to the closing down of the trolley lines for a considerable period of time and the competition of municipal buses, there was a positive decrease in the surface car traffic. It fell off from 15,958,198 in 1919 to 15,007,233 in 1920 — a decrease of 950,965, or 5.96 per cent. For the entire system of surface lines in all boroughs, the total increase in traffic was 64,930,453, or an average of 7.41 per cent.

That the use of the street railway facilities by the people is increasing proportionately with the increase in traffic is shown by comparing the latter with the increase in population. In 1918, with a population estimated at 5,450,299, the number of paid fares per capita was 362. In 1919, with an estimated population of 5,535,724, the per capita portion was 376. In 1920, with an estimated population, based upon preliminary census reports, of 5,621,157, the fares per capita had grown to 421. In other words, on the average, every citizen of greater New York took 421 street car rides during the year.

Rates of Fare

Court decisions in various cases involving applications for increased fares have to some extent clarified the law as to the scope of the Commission's powers in determining such applications. At the beginning of the year the Commission took the position that its powers to increase fares beyond the maximum rate fixed by municipal franchises based on constitutional consents were not clearly defined and for that reason had refused to entertain some such applications. Its attitude in this respect was based upon the decision of the Court of Appeals in the well-known Quinby case (People ex rel. City of Rochester v. Public Service Commission for the Second District). In brief, this decision was to the effect that there was nothing in the Public Service

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Commissions Law which showed that the Legislature had delegated to the Public Service Commissions the right to increase fares fixed in municipal franchises.

On March 30, 1920, Lindley M. Garrison, as Receiver of the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company and the Coney Island and Brooklyn Railroad Company, made application to the Commission for permission to increase the rate of fare charged on the lines of those companies from 5 to 8 cents. Commissioner Nixon held a formal hearing upon the applications March 31, 1920, and made orders denying each of them upon the ground that the Commission had no jurisdiction or power upon the facts alleged. The Receiver immediately made applications for a rehearing in each case. The Commission promptly denied these applications. The Receiver at once appealed to the courts by writ of certiorari and on April 10, 1920, the Appellate Division, First Department, affirmed the decision of the Commission as a matter of law and made an order dismissing the writs of certiorari. The case was taken to the Court of Appeals which, on July 7, 1920, handed down a decision which gave the Commission larger powers than had been conceded to it by the decision in the Quinby case. The Court of Appeals held in effect that the Commission had the power to change the rate of fare on lines operated under franchises granted directly by the Legislature; on lines operated under franchises granted by municipal authorities prior to January 1, 1875, when the constitutional amendment requiring the consent of the local authorities took effect; on lines operated under franchises granted by municipal authorities subsequent to July 1, 1907, when the Public Service Commissions began work under the statute creating them; and on lines operated under franchises granted by municipal authorities which did not fix the rate of fare.

At the same time the Court of Appeals handed down a decision in the Manhattan and Queens Traction Corporation case above referred to. As the franchise involved in this case was granted by the municipality after the Public Service Commissions Law went into effect, the Court held that the Commission had ample power to hear the application and change the rate of fare.

These decisions apply entirely to companies operating street surface railroads. The companies operating rapid transit lines

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also made application to the Commission for increased fares. Their status, however, is somewhat different from that of the surface car companies, for the reason that each has entered into a contract with the City of New York for the lease and operation of certain lines built and owned by the municipality. These contracts, known as Contracts No. 3 and No. 4, are commonly called the Dual System Contracts. They specifically provide for a 5-cent fare.

The application of the Interborough Rapid Transit Company was made May 28, 1920, and was in the shape of a complaint that the maximum fare of 5 cents was insufficient to yield a reasonable compensation for the service rendered. The company applied to the Commission to hold a hearing and to determine the just and reasonable rate for the service performed. Commissioner Nixon promptly denied the application for want of jurisdiction to fix a rate of fare different from that fixed by Contract No. 3, under which the Interborough is operating city-owned lines. The company immediately applied for a rehearing. The application was denied by the Commission and the company obtained from the Supreme Court a writ of certiorari. At the close of the year the action was pending before the Appellate Division, First Department.

The application of the Brooklyn Rapid Transit Company was made in a complaint filed by Lindley M. Garrison, Receiver of the New York Consolidated Railroad Company, on May 13, 1920. Commissioner Nixon on June 10, 1920, denied the application for want of jurisdiction to fix a rate of fare different from that fixed by Contract No. 4, under which the New York Consolidated Railroad Company is operating city-owned lines. The company applied for a rehearing, which was denied, and on June 15, 1920, the company obtained from the Supreme Court a writ of certiorari. When the year ended this action was still pending before the Appellate Division, First Department.

In the meantime, namely, between May 17 and June 15, the Corporation Counsel of the city had applied to the Supreme Court for a writ of prohibition to prevent the Commission from considering this application. The Supreme Court, however, on hearing the petition, denied the Corporation Counsel's application.

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There has been one instance of a decrease in fare made effective during the year. This was on the lines of the New York Consolidated Railroad Company leading from Manhattan to Coney Island. Under Contract No. 4 it was provided that, after certain lines had been built and it was possible to have through operation from Manhattan to Coney Island over certain lines, the operating company should reduce the fare from 10 cents, at which it was then operating, to 5 cents. This took place May 1, 1920, when through train operation was possible over the reconstructed Culver Line between Manhattan and Coney Island, and since that time the 5-cent fare has been in force. The distance from Times Square, Manhattan, to Coney Island is about 16 miles, and through trains make the run in forty minutes.

Municipal Omnibus Lines

As reported in the Special Traction Report dated March 1, 1920, the City of New York established motor omnibus service at a 5-cent fare upon routes over which service or operation had been suspended. This operation began when the storage battery lines of the New York Railways System closed down. At first the Board of Estimate and Apportionment granted a temporary permit to one Louis Riedl for the operation of a motor bus line. Riedl, in accordance with the law, applied to the Public Service Commission for a certificate permitting him to operate. This was granted by the Commission. Riedl, however, failed to inaugurate the service and the city, acting through the Department of Plant and Structures, authorized private omnibus owners to perform the work. None of these owners had any formal permit from the city nor did any of them obtain certificates of convenience and necessity from the Public Service Commission as required by law. The city took the position that it has power under the Home Rule Law to establish such transportation lines in an "emergency." Following the municipal lines established on routes where storage battery car operation had been suspended, the city gradually extended the omnibus operation to other lines upon which street-car operation had been discontinued and also established some lines in direct competition with existing street railroad operation.

After these municipal omnibus lines began operation on routes

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parallel with operating street railroad lines, the railroad companies set up the claim that such operation by the city was in competition with the street railroads and caused them considerable loss by diversion of traffic. The Brooklyn City Railroad Company and the New York Railways Company brought injunction suits against the Commissioner of Plant and Structures of the City of New York to restrain the operation of the omnibus lines. The Brooklyn City Company's case was brought in December, 1919, and argument was made before Justice Cropsey in the Supreme Court, Kings county. On April 2, 1920, Justice Cropsey rendered his decision, holding that the operation of omnibus lines by the city was illegal, as the city had failed to comply with the provisions of the Transportation Corporations Law and the Public Service Commissions Law governing the operation of motor omnibus lines. Justice Cropsey pointed out that the city was not free to act as it pleases any more than was a private individual, that each is governed by statute and that each must comply with the law.

Pursuant to this opinion he entered an order on April 3, 1920, restraining the Commissioner of Plant and Structures from operating certain routes. The city appealed to the Appellate Division, Second Department, which on May 11, 1920, handed down a decision sustaining Justice Cropsey's order. The city again appealed and the Court of Appeals on June 11, 1920, without opinion, affirmed the action of the lower courts and sustained Justice Cropsey's order.

The action by the New York Railways Company was brought by its Receiver, Job E. Hedges, who applied for an injunction against the Department of Plant and Structures to restrain the operation of motor omnibus lines paralleling the 14th Street Crosstown Line of the Railways Company. An injunction order was granted by Justice Lydon on May 25, 1920. The city appealed to the Appellate Division, First Department, which on June 18, 1920, upheld Justice Lydon's order. On July 9, 1920, the Appellate Division denied the application of the city for permission to appeal to the Court of Appeals.

Following these decisions, the city suspended operation of the lines complained of paralleling or substantially paralleling the

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routes of operating street railroad companies, but continued the operation over a few routes where street-car service had been abandoned, as well as over the 86th Street line, where there is also trolley operation.

Soon after the establishment of the first municipal omnibus line the Public Service Commission received complaints from property owners in Brooklyn and held hearings to investigate the same. Considerable testimony was taken and the facts as to such operation were placed upon the record. Representatives of the City of New York were subpoenaed and they appeared to testify and produced their records. The investigation was largely for the purpose of determining the nature of the operation and whether the City of New York as a municipality was responsible therefor. No order was made by the Commission, Commissioner Nixon taking the position that he did not wish to interfere with such transit facilities unless directed to do so by the courts. Any further proceeding under this order was rendered unnecessary by the court decisions just referred to.

In a few cases where long hauls were required the municipal omnibuses charged a 10-cent fare, collecting 5 cents for one zone and 5 cents for the second zone. This was true of the municipal lines operated during the summer from Manhattan to Jamaica during the time the operation of the Manhattan and Queens Traction Corporation's railroad was suspended. Such operation, however, lasted for only a short time. In Staten Island, however, where municipal bus lines were operated for a considerable period of time, the 10-cent fare was applied.

Electric Rates

There was no change in the maximum rates for electric light, heat and power during the year. Owing to a largely increased consumption, which was met without corresponding increase of facilities, the electric companies were able to come through the war period without appealing to the Commission for relief.

The New York Edison Company and the United Electric Light and Power Company, which supply all of Manhattan and a portion of The Bronx with electric current, have charged 7 cents per kilowatt-hour as the maximum rate since July 1, 1917. The maximum rate, as fixed by the Commission in 1916, was 8 cents,

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but by negotiation the company reduced it first to 7½ and then to 7 cents. The Brooklyn Edison Company, which supplies the greater part of Brooklyn, has a maximum rate, fixed by the Commission, of 8 cents. The Flatbush Gas Company, which supplies a section of Brooklyn, charges 9 cents plus a service charge, the Bronx Gas and Electric Company, which serves a large part of The Bronx, charges 12 cents, the New York and Queens Gas and Electric Company and the Queensboro Gas and Electric Company, which serve the Borough of Queens, charge respectively 9 cents and a service charge and 13 cents, the Richmond Light and Railroad Co., in Staten Island, charges 10 cents, and the Westchester Lighting Co., which serves a portion of The Bronx, 10 cents.

During the latter part of the year 1920 all companies were compelled to pay greatly increased prices for bituminous coal, which they use extensively for steam and power purposes. In 1916, when the Edison Company's rate was fixed at 8 cents, the average price of this kind of fuel was $3 per ton. In the year 1920 the utilities paid from $6 to $15 per ton. In the fall the Edison and the United companies notified the Commission that they must have some relief on account of this great advance in the cost of fuel. Following consultation with Commissioner Nixon, the companies decided to file coal surcharge riders providing for a small increase in the basic rate with every 10 per cent increase in the price of soft coal above $3 per ton. After conference with the Commission's counsel and engineer, the companies agreed to fix the surcharge applicable to the retail rates at 50/1000 of a cent and for large consumers at 35/1000 of a cent for every 10 per cent increase. This kind of a surcharge has been levied since 1917 upon rates for large consumers, but it had never been applied to retail rates, under which the large body of domestic consumers is served.

Under the Commission's standing order governing the filing of tariffs, the companies on November 1, 1920, filed new surcharge riders, effective December 1, imposing the increased charges according to the scale above indicated. The riders provided for a sliding scale, so that the charges should go up or down as the price of coal advanced or receded. The maximum of the surcharge, however, was fixed at 1 cent.

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Early in December the Corporation Counsel of the City of New York attacked the new surcharge on the ground that it was an unwarranted increase in rates and applied to the Supreme Court for injunctions against the two companies and also against the Brooklyn Edison Company, which had filed a similar rider. These actions were still pending at the end of the year.

Grade Crossing Elimination

During the war, and since the Armistice, the Commission has suspended the work of grade crossing elimination; that is, no new proceedings looking to the elimination of crossings were instituted. This was in deference to a ruling by the Director-General of Railroads of the United States Government, during the war, deferring all proposed capital expenditures by the railroads except those vitally necessary.

In the last annual report of this Commission it was pointed out that the war emergency had passed and that the Railroad Administration had declared in favor of the resumption of improvements. On that account, the Commission again recommends that the sum of $250,000 be appropriated by your honorable body to be applied upon the State's share of the cost of eliminating grade crossings, and that all balances, if any, of previous appropriations made for this purpose and not yet expended, be reappropriated.

The Public Service Commission took up the matter of grade crossing elimination soon after its creation in 1907 and in 1909 brought it to the attention of the Legislature. At the request of the Commission the Legislature appropriated $250,000 in 1910, $250,000 in 1911, $200,000 in 1915, and $250,000 in 1917, making a total of $950,000 appropriated for this purpose up to date.

In addition to the above, an act was passed by the Legislature, being chapter 771 of the Laws of 1913, providing that there shall be deposited with the City Chamberlain moneys received as mortgage recording tax upon certain mortgages made by the Interborough Rapid Transit Company and the New York Municipal Railway Corporation to be applied to cover the State's one-quarter share of the cost of the elimination of grade crossings. The latest report shows the money available from this source is

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$699,696.50, making the total money available for grade crossing eliminations $1,649,696.50.

The following grade crossing eliminations have been completed and payments made by the State, as follows:

Huguenot Elim. (Staten Island Ry.), 1 crossing..	$18,070 71
Great Kills Elim. (Staten Island Ry.), 1 crossing.	25,313 71
Flushing Elim. (Long Island R. R.), 10 crossings	200,000 00
Bushwick Junction Elim. (L. I. R. R.), 2 crossings	120,821 70
Railroad Ave. Foot subway (L. I. R. R.), 1 crossing	2,067 52
Hollis Elim. (L. I. R. R.), 2 crossings.....	53,033 73
Pennsylvania Ave. Elim. (Staten Island Ry.), 3 crossings	17,000 00
	$436,307 37

Balance of appropriations now in the hands of the State Comptroller and City Chamberlain.....	$1,213,389 13

This has been all expended on work already done or pledged for work ordered but not yet done, except about $13,000.

Final orders have been issued on the following grade crossing eliminations, work on which, however, has not yet been begun or completed, and on which no State money has as yet been expended:

	Estimated State's One-quarter Share
Far Rockaway Elim. (L. I. R. R.), 10 crossings..	$600,000 00
Queens Elim. (L. I. R. R.), 5 crossings.....	216,270 00
Pleasant Plains Elim. (Staten Island Ry.), 6 crossings	128,551 00
Pennsylvania Ave. Elim. (Staten Island Ry.)...	7,000 00
Gun Hill Road Bridge, change in existing structure (N. Y. Central R. R.), 1 crossing.....	5,000 00
East 241st St., Wakefield, change in existing structure (N. Y. Central R. R.), 1 crossing.....	200,000 00
Virginia Ave., change in existing structure (S. I. Ry.), 1 crossing	4,010 00
Morris Ave., change in existing structure (N. Y. Central R. R.), 1 crossing.....	40,000 00
	$1,200,831 00

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It will be noted that Pennsylvania avenue is shown twice. This is explained by the fact that, although the elimination is entirely completed, the accounting has not yet been settled. Partial payments, to the extent of $17,000, have been made and it is estimated that when the final settlement is made, the State's additional share will be $7,000.

From the above it will be seen that there is but about $13,000 left for new work. This sum is not sufficient to take care of any grade crossing elimination in the City of New York, and, indeed, with prices varying so greatly at the present time, this item may be wholly taken up in the estimates of cost of eliminations ordered by the Commission.

There have been eliminated since the Commission came into being 19 grade crossings, and one foot subway has been built at Railroad avenue across the Long Island Railroad. The average cost per grade crossing amounted approximately to $100,000.

Final orders have been issued, in addition to grade crossing eliminations completed, for the elimination of 21 grade crossings and for the changing of four existing structures to meet new conditions of travel on highways.

Exclusive of the Borough of Manhattan, where 106 grade crossings on the west side are subject to special legislation, there are still 273 public grade crossings in the City of New York. In the last ten years the Commission has issued orders for the elimination of 21 grade crossings in addition to the 19 already abolished. From this it can be seen that, unless the Legislature appropriates much more money, it will be a great many years before the grade crossings in the city will be entirely eliminated.

In addition to eliminating grade crossings, the Commission has issued orders determining the manner in which new streets shall cross railroads after the city has made applications for such determinations. Thirteen new streets were determined upon, of which five have been actually constructed.

During the B. R. T. strike last summer, in the confusion and congestion caused by the effort of people who are normally B. R. T. passengers, to reach the city center by way of the Long Island Railroad, a boy was killed in East New York in attempting to board a train. East New York is rapidly increasing in

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population and the vehicular and pedestrian traffic across the railroad at East New York avenue is very heavy. This was the subject of a Commission hearing recently, and changes have been begun for better railroad passenger accommodations and greater safety for travel across the tracks of the Long Island railroad at East New York. All this is only a temporary expedient and it is most vital that the grade crossing should be eliminated at the earliest possible moment. The changes made by the Dual Subway Contracts in the Brooklyn Rapid Transit elevated structures across Atlantic and East New York avenues have intensified the dangerous conditions existing at this point. It is estimated that the cost of the elimination will be approximately $1,000,000 and the State's share about $250,000.

Actual construction work was continued on projects it had been found possible to get started during the difficult conditions previously noted and also two new streets were carried across the Long Island railroad by foot-bridges.

The following is a brief summary of work either practically completed, actively in progress or about to be instituted:

Cases Nos. 1756 and 1797.—This proceeding involved the elimination of three grade crossings at Pennsylvania avenue, Clifton avenue and Maryland avenue, Rosebank, Borough of Richmond, on the Staten Island Rapid Transit Railway. The construction work was completed and accepted in 1918. Claims for damages, however, have been filed, but as yet no action has been taken by the City of New York with respect to them, and the Commission, therefore, is unable to proceed with the final accounting. Just as soon as these damages are adjudicated the final accounting can be closed.

Case No. 2006—Gun Hill road over the tracks of the New York Central Railroad.—Work was begun in August, 1918, and completed in October of this year. The final accounting is now under way. This proceeding involved the widening and lengthening of the bridge as well as the reconstruction of the existing bridge in order to fit in with the improvements made by the City on Gun Hill road on both sides of the railroad.

Case No. 2434.—Roach place, across the Long Island Railroad at Elmhurst, Borough of Queens.—The Commission determined,

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after an application made by the City of New York, that an overhead foot-bridge should be erected across the tracks about ten feet in width. The improvement was completed in October of this year and the final accounting is under way.

Case No. 2390.—The final order was issued on August 1, 1919, after an application had been made by the City of New York to provide an overhead foot-bridge at Card place, Elmhurst, Borough of Queens, across the tracks of the Long Island Railroad. The improvement was completed in October of this year and the final accounting is under way.

Cases Nos. 1936 and 1936-A—Elimination of ten dangerous grade crossings on the Long Island Railroad at Far Rockaway, Borough of Queens.—The final order was issued in January, 1916, specifying that the railroad tracks shall be depressed to such an extent as to cause little or no change in the street grades. The company found the water table very close to the proposed grade of the railroad, which, in its opinion, would cause serious difficulties in carrying out this work, and called the attention of the Commission to this condition, as well as to its contention that there would be great cost in connection with damage to property on account of certain street grade changes, and requested the reopening of the proceedings in order that it may submit testimony to show that an elevated structure is the most desirable way of eliminating these grade crossings. After careful consideration of the matter the Commission ordered the reopening of the case. After hearings before Deputy Commissioner Charles V. Halley, Jr., the Commission on his recommendation reaffirmed the original order for the depression of the tracks.

Case No. 2123—Third avenue and 189th street across the tracks of the New York Central Railroad at Fordham, Borough of The Bronx.—All detail plans have been submitted to the Commission and approved, but actual construction work cannot be begun until the matter of property is settled. Deputy Commissioner Halley has pressed the company to proceed, and specifications have been approved. Condemnation of property is now in court and a decision is expected soon. Afterward construction can be begun.

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Case No. 1929 — 241st street, across the tracks of the New York Central Railroad and the New York, New Haven and Hartford Railroad at Wakefield, in the Borough of The Bronx.— In 1915 the Commission issued a final order directing that East 241st street shall be carried across the tracks of the two railroads mentioned by a viaduct and that certain changes shall be made in the layout of the tracks of the two railroads in the vicinity. The track changes have been made but no work has been done in the way of actual construction on the viaduct. Repeated efforts made by Deputy Commissioner Halley to accelerate action resulted after many hearings in the approval of a general plan bringing into agreement diverse views of the Bronx Parkway Commission, the Public Service Commission for the Second District, The City of New York and the railroads. A change in the City map is made necessary, and The City of New York has been requested to take the required action. Unless some unforeseen emergency arises, there is no reason why construction cannot begin in the Spring.

Case No. 2253 — East 238th street, across the tracks of the New York Central Railroad and the New York, New Haven and Hartford Railroad in the Borough of The Bronx.— This case involves the construction of a highway viaduct over the tracks of the two railroads mentioned. Many hearings have been held before the Commission in order to have the necessary detail plans prepared and construction begun. There are many interested parties to this improvement, particularly the Bronx Parkway Commissioner, over whose property the proposed viaduct is to be erected, and the Bronx Parkway Commission is most desirous of having a structure sufficiently ornamental in appearance to be in keeping with the contemplated improvements of the Bronx Parkway. As a result of the hearings the railroad company has submitted to the Commission detail plans showing a concrete arch viaduct of a decidedly ornamental character which is satisfactory to all parties concerned. The next step toward having work begun is the making of specifications and letting of contracts, but the railroad company has contended that before this can be done the city must acquire the necessary easements across the railroad right of way. The City of New York contends that such acquisition of easements is not necessary.

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Case No. 2496-A.—The City of New York made application to the Commission for a determination as to how the existing structure crossing the New York Central Railroad at Morris avenue in the Borough of The Bronx shall be changed. Morris avenue crosses the railroad tracks by an overhead bridge of the so-called half through construction with wooden flooring. It is approximately thirty years old and the design of the structure is such that it will not carry the present-day heavy loadings. An order was issued during the latter part of this year directing that the bridge shall be reconstructed on the so-called deck type, leaving the roadway sidewalks free and unobstructed by any steel members, of a design sufficient to take care of present day traffic. The estimated cost of this improvement is $170,000, of which the State's share will be about $42,500.

The railroad has prepared plans and Deputy Commissioner Halley has urged the company to submit them for formal approval at the earliest possible moment. It is expected that the Spring will see the work begun.

Case No. 2130.—An order issued by the Commission on August 15, 1920, made provision for the depression of Virginia avenue, Rosebank, Borough of Richmond, allowing an under-clearance of fourteen feet beneath the tracks of the Staten Island Rapid Transit Railway. The present under-clearance is insufficient and unsafe. Repeated efforts have been made by the Commission to get this work under way, but the railway company has not given a satisfactory answer as to why the work does not proceed and the matter has been referred to counsel for proper action.

The Commission has issued final orders in cases enumerated below but actual construction work has not been begun, particularly on account of the railroad companies' claim of their inability to raise the necessary funds and difficulties in obtaining necessary labor and material as well as the great cost.

Cases Nos. 1264 and 1380.—Elimination of five grade crossings on the main line of the Long Island railroad in the vicinity of Queens Station, Borough of Queens.

Cases Nos. 1780 and 1811.—Elimination of six grade crossings in the Borough of Richmond on the Staten Island railway at Princes Bay and Pleasant Plains.

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The Commission has made several determinations as to the manner in which new streets shall cross the railroads as provided for by the Railroad Law. The expense of such construction of new streets across railroads is borne one-half by the railroad companies and one-half by the City of New York, no funds of the State being utilized for this purpose. These are:

Case No. 1971.—Eighty-second street and New Utrecht avenue across the tracks of the New York Municipal Railway, Borough of Brooklyn.

Case No. 2037.—Fourteenth avenue, West street and Cortelyou road across the New York Municipal Railway, Borough of Brooklyn.

Case No. 2082.—One Hundred and Ninety-fifth street across th emain line of the Long Island Railroad at Hollis, Borough of Queens.

Case No. 2300.—Eighty-fourth street (Digby street) across the main line of the Long Island Railroad, Borough of Queens.

Case No. 1402.—Ashland street across the New York and Rockaway Beach division of the Long Island Railroad, Borough of Queens.

Case No. 1567.—Lambertville avenue across the tracks of the old southern branch of the Montauk division of the Long Island Railroad, Borough of Queens.

Case No. 2518—Sixth avenue across the tracks of the Long Island Railroad and the New York Municipal Railway at Bay Ridge, Borough of Brooklyn.—Hearings are now being held in this case on application of The City of New York for a determination as to the manner in which this street shall cross the railroads and a decision will be rendered in the near future.

Considerable progress has been made under the amendment made to the law in 1919 (chapter 438 of the Laws of 1919) relative to approach warning signs near railroad crossings. The bill was introduced at the request of the Commission, in accordance with a plan for a nation-wide uniformity in the protection of grade crossings as approved by the National Association of Rail-

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way and Utilities Commissioners. This amendment provides that the authorities charged with the duty of maintaining highways where crossed by a railroad shall install and maintain approach warning signs at each such grade crossing, at a distance from the crossing of not less than 300 feet on each side, and that the railroad companies shall furnish signs as specified in the law. The Commission has power to determine the exact location of the signs and to exact obedience to the provisions of the law. Early in the year the Commission issued an order determining the location of the signs and it was provided that 13 signs shall be furnished and installed in the Borough of Manhattan, 18 signs in the Borough of The Bronx, 67 signs in the Borough of Brooklyn, 305 signs in the Borough of Queens and 173 signs in the Borough of Richmond. Whereas the law provides that the railroad companies should have furnished the signs by March 1, 1920, the companies were unable to live up to this requirement because of the great difficulties in obtaining the necessary material for making these signs. However, signs have been furnished and installed at all points in the Borough of Brooklyn and the Borough of Queens, as directed by the Commission's order, and signs have been furnished and are now being erected in the Borough of Richmond. Signs have been received from the manufacturer by the railroad companies in the Borough of The Bronx, and are now about to be delivered to the municipality for erection. As to the Borough of Manhattan, the New York Central Railroad Company has received from the manufacturer the necessary number of signs for delivery to the municipality, and it is expected that they will be erected in a very short time. The railroad companies and the municipality have been diligent in having these approach warning signs placed as provided in the Commission's orders as soon as possible, considering the difficulties of the post-war period.

The Grade Crossing Bureau has been engaged also on other matters of an engineering nature that have come before the Commission for attention, as follows:

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Case No. 2453.—A final order was issued by the Commission affecting conditions on the Atlantic division of the Long Island Railroad, specifying that certain improvements be made at the Flatbush Avenue terminal whereby the capacity of the waiting-room has been materially increased. At the East New York station it was ordered that high platforms shall be erected and an overhead foot-bridge installed and controls provided for the selling and taking of tickets on the station rather than on the trains. By this arrangement much delay and confusion will be overcome, as the walking through crowded cars by ticket collectors is to be done away with. Further improvements were ordered at the Railroad Avenue station, where the platforms are lengthened to accommodate longer trains and the same ticket control will be installed as at East New York station. These improvements are now under way and it is expected that the whole work will be completed in the near future.

A complaint was received late in 1919 with respect to conditions at Eastern Parkway where it crosses the Atlantic division of the Long Island Railroad. At this point the railroad emerges from a tunnel under Eastern Parkway into an open cut with retaining walls. On the east side of Eastern Parkway an iron fence, about four feet in height, was replaced by a concrete fence, about seven feet high, in order to restrain mischievous boys from throwing objects into the open cut and breaking car windows and possibly doing injury to passengers. This wall, however, created a dangerous condition on the highway in that it was impossible for an automobilist traveling on one highway to see an automobile traveling in a transverse direction. The railroad company's attention was called to this case and, in place of the solid concrete fence, a wire mesh fence was substituted which would give sufficient vision to automobiles, thereby making the crossing reasonably safe. The change was made in a satisfactory manner last summer.

After investigating complaints regarding the overcrowded condition of the stairway at the Murray Hill station on the Long Island Railroad at Flushing, the Commission was of the opinion that an additional exit stairway should be erected. The railroad company's attention was called to the matter and the stairway was completed in April of this year.

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A complaint was received as to the condition of the wooden stairway at the Cleveland Street end of the Warwick Street station on the Atlantic division of the Long Island Railroad. An examination disclosed that the stairway was safe and adequate, nothwithstanding the complainants' statement to the contrary, but the stairway treads had been badly worn and were in need of renewal. The railroad company's attention was called to this fact and the treads were renewed.

Complaints have been received by the Commission with regard to the dangerous situation existing at the Auburndale station of the Long Island Railroad on its North Side division, due to the fact that passengers living south of the railroad must cross the tracks to board trains from New York and are likely to be struck by trains going in the other direction. In order to relieve this condition it was suggested that an overhead foot-bridge be erected and the crossing at grade closed up. It appears that the city authorities contemplated carrying a new street at the westerly end of the Auburndale station across the railroad by means of a foot-bridge and that plans have been prepared by the city engineers showing such a foot-bridge. It is expected that an application will be made by the city under section 90 of the Railroad Law for a determination as to the manner in which this new street shall be carried across the railroad in the near future and the erection of this foot-bridge will take care of the conditions complained of at the Auburndale station.

Due to the very heavy winter of 1919–1920, the tracks of the Long Island Railroad and of the New York and Long Island Traction Company at Laurelton, Borough of Queens, were flooded, as were also several houses in the immediate vicinity. The Commission's attention was called to this matter on complaints received and it appeared that the natural drainage of the water was impeded because of the railroad embankment of the New York and Long Island Traction Company. This embankment was washed down so that now the water is unretarded and any flooding of houses is unlikely.

Complaints have been received with regard to the congested condition of the stairways on the north-bound platform of the 57th Street station of the Second Avenue "L," Interborough

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Rapid Transit. Plans were prepared by the Commission's engineers showing suggested additional stairways to relieve this congestion and these plans have been submitted to the railroad company. The company has informed the Commission that it is giving this matter serious attention.

Further hearings were held with regard to conditions obtaining at the Morris Park station on the Harlem River branch of the New York, New Haven and Hartford Railroad. Passengers at the present time are required to cross the track at grade in order to arrive at the station platform, which is considered dangerous. One way of relieving this condition is by extending the existing foot-subway to pass under this track. This treatment involves considerable expense, and, further, the railroad company is bound by an agreement, known as the six-track agreement with the city, to build foot-bridges at Home and Lurting avenues, a short distance from the crossing complained of, which, when erected, will give access to the station platform without crossing the tracks. It has been the Commission's endeavor to get these bridges at Home and Lurting avenues erected as soon as possible. Detail plans have been prepared by the railroad company and submitted to the Board of Estimate and Apportionment, and it is expected that action will be taken on them in the very near future, after which the railroad company intends to proceed with the erection of the bridges.

GRADE CROSSING ACCIDENTS IN WHICH PERSONS WERE KILLED OR INJURED

COMPANY	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
KILLED													
New York Central R. R.	....	1	1	4	1	1	....	3	....	....	....	3	1
Long Island R. R.	15	12	13	24	7	8	6	5	3	3	13	7	6
Staten Island R. T.	1	4	1	....	....	2	5	3	1	2	2	1	2
New York Cons. R. R.	5	6	1	2	2	2	2	1	2	1	2	....	....
Totals	21	23	16	30	10	13	13	12	6	6	17	11	9
INJURED													
New York Central R. R.	11	5	2	6	2	5	5	4	6	4	4	4	4
Long Island R. R.	13	10	19	11	6	7	9	11	4	5	12	5	5
Staten Island R. T.	2	4	9	8	4	5	6	1	3	21	4	4	5
New York Cons. R. R.	15	16	2	3	2	1	6	6	5	5	3	3	....
Totals	41	35	32	28	14	18	26	22	18	35	23	16	14

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CHAPTER II

LITIGATION

Litigation, mainly over rate cases in which the Commission was compelled to engage, has increased greatly within the year, owing to the efforts of various public utility corporations to obtain relief from the statutory restrictions as to rates. Cases brought by gas companies constituted the bulk of this litigation, but there were also several actions due to the applications of street railroad corporations for increased fares.

A great part of the Commission's activity in this connection has been devoted to taking appeals to the courts in an attempt to secure light as to the extent of its powers. Of necessity, the power to act at all must be established before the Commission can take up the question as to what rates are reasonable. As the prime function of the Commission is administrative, *i. e.*, determining what is reasonable as a matter of fact, it is to be regretted that it should have been barred from the effective exercise of that function by the uncertain state of the law, and that its energies should have been so extensively devoted to arguing questions of law as to the extent of its powers.

Railroad Rate Cases

The questions of law on which the jurisdiction of the Commission depends fall into three classes: 1, those relating to surface street railroads; 2, those relating to rapid transit railroads; and, 3, those relating to ordinary steam railroads. While certain questions of law are common to all three classes, the remainder are so far different that a determination as to one class is not conclusive as to the other classes. The effect of the well known *Quinby* case (223 N. Y. 244) is supposed to be confined to street surface railroads, which are operated under franchises granted since January 1, 1875, the date on which the provisions of section 18, article III, of the State Constitution became operative. It is, however, contended that the *Quinby* decision applies also to steam railroads; but this contention has been decided adversely by the Appellate Division, First Department, in *People ex rel.*

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New York, Westchester and Boston Railway Company v. *Public Service Commission,* 193 App. Div. 445. Although the various uncertainties have not been cleared up as completely as could be wished, the courts during the past year have in several notable respects sustained the power of the Commission over rates.

Case No. 2433.— On January 30, 1920, the Commission made an order disallowing the increase, from five to seven cents, of the fare between stations in New York City, which had been contained in the tariff schedules filed by the New York, Westchester and Boston Railway Company on October 20, 1919, to become effective on November 19, 1919. This order was made after the hearings by the Commission, which had followed its suspension of the operation of the company's tariff schedule; and, as appears from the opinion of the Deputy Commissioner, was based on the doubt which existed as to the power of the Commission.

An application for a rehearing having been made and denied, the company obtained a writ of certiorari to review the order of the Commission. On July 2, 1920, the Appellate Division, First Department, holding that the Commission had been delegated authority in the premises, reversed the order of the Commission, and referred the matter back to the Commission to determine the reasonableness of the fare of seven cents proposed to be charged by the company (*People ex rel. New York, Westchester and Boston Ry. Co.* v. *Public Service Commission,* 193 App. Div. 445).

The Commission has since reopened the case and taken further evidence as to the reasonableness of the proposed rate. The city has obtained permission to appeal to the Court of Appeals.

Case No. 2389 — Cases Nos. 1801, 2323–2327.— On March 16, 1920, Mr. Justice Greenbaum decided that the motions of the Commission to quash two writs of certiorari obtained by the City of New York should be granted. These writs had been obtained by the city to review two orders made by the Commission on July 15, 1919, and July 17, 1919, authorizing the New York Railways Company and certain surface lines of the Brooklyn Rapid Transit system to charge two cents for transfers, except in the case of transfers required by the terms of a municipal franchise, agreement or consent. The Commission had moved

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to quash these writs on the grounds that the city was not a party aggrieved and that the petition for the writ was insufficient to justify its allowance. Orders dismissing these writs were entered respectively on March 22, 1920, and March 23, 1920. The opinion of Mr. Justice Greenbaum is reported in *Matter of City of New York* v. *Nixon,* 111 Misc. 224.

An appeal from these orders has been taken to the Appellate Division, First Department.

Cases Nos. 2477–2479.— On March 30, 1920, Lindley M. Garrison, as receiver of the Nassau Electric Railroad Company, of the Brooklyn, Queens County and Suburban Railroad Company, and of the Coney Island and Brooklyn Railroad Company, made three applications to the Commission for authority to increase the cash rate of fare charged upon the lines of the respective companies from five to eight cents. On March 31, 1920, the Commission made orders denying the applications for want of power and jurisdiction, and denying applications for rehearings.

Writs of certiorari to review these orders were obtained by the receiver. On April 10, 1920, the Appellate Division, First Department, made orders dismissing the writs of certiorari and affirming the orders of the Commission. The Court of Appeals, on July 7, 1920, also affirmed the orders of the Commission, without prejudice to the right of the receiver to make separate applications as to the franchises which come within the jurisdiction of the Commission, as indicated in its opinion (229 N. Y. Memo. 63). In its opinion the court indicated that the Commission has jurisdiction over the following classes of franchises:

1. All franchises granted directly by the Legislature;

2. All franchises granted by municipal authorities prior to January 1, 1875;

3. All franchises granted by municipal authorities subsequent to the passage of the Public Service Commissions Law on July 1, 1907; and

4. Certain franchises granted between January 1, 1875, and July 1, 1907.

No applications have since been made in accordance with the suggestion contained in the opinion; but a motion by the receiver

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for a reargument, and a motion by the City of New York to amend the remittitur, have been made and denied.

Case No. 2505.— Lindley M. Garrison, as receiver of the New York Consolidated Railroad Company, complained to the Commission, by petition dated May 7, 1920, that the maximum rates, fares and charges chargeable upon the railroad operated by him are insufficient to yield reasonable compensation for the service rendered and are unjust and unreasonable, and applied, by petition verified May 12, 1920, for a hearing and determination as to the just and reasonable rates, fares and charges to be observed. The City of New York, having been advised that the application had been presented and that no action would be taken for the present, applied to the Supreme Court for a writ of prohibition commanding the Commission to desist and refrain from entertaining said application. This application was denied by the court.

On June 10, 1920, the Commission made an order denying the application of the receiver for want of jurisdiction to determine and fix a rate of fare different from that fixed in Contract No. 4, and on the same day denied an application for a rehearing.

The Receiver has obtained a writ of certiorari to review the order of the Commission. The Transit Construction Commissioner and the City of New York have obtained leave to intervene, to be made parties, and to file returns. Returns have been filed by the Commission, by the Transit Construction Commissioner, and by the City of New York. A delay in bringing the case on for argument has been due to a motion made by the city to compel the Commission to make a further return containing numerous documents which the city desires to present to the court. The Commission was compelled to oppose this motion because most of the documents which the city wishes to have in the further return are not in the possession of the Commission, and it would, therefore, be impossible for it to return them.

Case No. 2500.— On May 28, 1920, the Interborough Rapid Transit Company presented a complaint to the Commission that the maximum fare of five cents chargeable by it is insufficient to yield a reasonable compensation for the service rendered by it in the operation of the subway, and applied for a hearing and

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determination as to the just and reasonable rate. On the same day the Commission dismissed the complaint and denied the application for want of jurisdiction to fix a rate of fare different from that fixed by Contract No. 3.

The company has secured a writ of certiorari to review the order of the Commission. The Transit Construction Commissioner and the City of New York have secured leave to intervene, to be made parties, and to file returns. Returns have been made by the Commission, by the Transit Construction Commissioner, and by the City of New York. The case has been set down for argument before the Appellate Division on January 14, 1921.

Gas Rate Litigation

During the year 1920 the Law Department of the Commission was engaged in actively defending the actions instituted in 1919 and 1920 by sixteen companies within the jurisdiction of the Commission to have the maximum rates for gas prescribed by statute set aside as confiscatory and unconstitutional.

Similar actions had been begun in 1916 by the Brooklyn Borough Gas Company and the Kings County Lighting Company which had attacked the constitutionality of chapter 604 of the Laws of 1916, amending chapter 125 of the Laws of 1906, reducing the price from one dollar to eighty cents for gas supplied to private consumers in the territory served by those two companies.

In August, 1918, the Brooklyn Borough Gas Company obtained a judgment, entered upon the report of Hon. Charles E. Hughes as referee, declaring the eighty-cent rate confiscatory, and from that judgment the defendants have appealed.

In the case of the Kings County Lighting Company, Mr. Justice Greenbaum at Special Term, New York County, dismissed the complaint, and from the judgment entered on March 29, 1920, the plaintiff has appealed.

The only case brought to trial in 1919 was that of the Consolidated Gas Company of New York, the trial of which began about the middle of July, 1919, and terminated on March 30, 1920. The suits of the New York and Queens Gas Company, the Kings County Lighting Company (second action) and the New York and Richmond Gas Company were tried during 1920. No

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decision has yet been rendered in the Richmond Company's suit. In the other three cases judgments were entered declaring the statutory rate confiscatory and enjoining the defendants from enforcing the same, and from those judgments appeals have been taken to the United States Supreme Court.

The trial of the actions of the Brooklyn Union Gas Company and of the Central Union Gas Company are now going on before Special Masters. Fourteen of the gas companies made applications for and succeeded in obtaining preliminary injunctions in the Federal District Court, although all such motions were vigorously opposed by the Commission as one of the defendants. The Jamaica Gas Light Company and the New York and Richmond Gas Company were denied injunctions *pendente lite* in the State Supreme Court, the Richmond Company making a second unsuccessful attempt to obtain such an injunction.

A summary of the important steps taken in the various gas rate litigations follows:

Consolidated Gas Company of New York v. *Newton and Others.*— Action instituted in January, 1919, in the United States District Court, Southern District of New York, to have declared unconstitutional and to enjoin the Attorney-General of the State, the Public Service Commission for the First District and the District Attorney of New York county from enforcing chapter 125 of the Laws of 1906, prescribing eighty cents per thousand cubic feet as the maximum rate to be charged to plaintiff's private consumers. Abraham S. Gilbert, Esq., was appointed Special Master to find fully the facts and report to the court all the testimony and evidence together with his findings of fact and conclusions of law. The trial was begun in July, 1919, and terminated in March, 1920. Almost 16,000 printed pages of testimony were taken and numerous and many voluminous exhibits introduced in evidence.

On May 5, 1920, the Master filed his report, recommending that chapter 125 of the Laws of 1906, in so far as it limits plaintiff to the eighty-cent rate, be declared unconstitutional. About the same time plaintiff made application for a temporary injunction before three judges of the Federal Court, as provided by section 266 of the Judicial Code, and on June 29th an order

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was made granting such an injunction, pending final decree, and permitting the charging of the rate of one dollar per thousand cubic feet to private consumers after July 1, the excess twenty cents to be deposited with a Special Master.

Exceptions having been filed by the defendants to the Master's report, the matter came on for argument before Judge Learned Hand, United States District Judge, in July, 1920. On August 4th Judge Hand filed his opinion and entered a decree, which was amended on August 11, 1920, sustaining many of the defendants' exceptions, declaring chapter 125 of the Laws of 1906 confiscatory and unconstitutional since January 1, 1918, restraining the defendants for a period of five years from the date of the entry of the decree from in any way attempting to enforce the said act or from taking any action under the Public Service Commissions Law to enforce said act, and directing the plaintiff, as a condition of the continuance of the injunction and until March 1, 1921, or until the earlier promulgation of a gas rate applicable to the plaintiff by some competent authority of the State of New York, to charge not more than $1.20 per thousand cubic feet, and requiring the plaintiff to deposit with a Special Master all sums collected in excess of 80 cents or, in lieu of cash, to deposit Liberty bonds or other proper securities for said excess amounts. A further order was entered by Judge Hand providing that, if the defendants should, within 30 days after the entry of the final decree, appeal to the United States Supreme Court, in that event the conditions imposed upon the continuance of the injunction in the decree should continue until the determination of the appeal. Thereafter the defendants appealed within the time allowed and on November 10, 1920, an appeal was also taken by the plaintiff from certain provisions of the decree.

Central Union Gas Company v. *Newton and Others*—*Northern Union Gas Company* v. *Newton and Others*—*The Standard Gas Light Company of the City of New York* v. *Newton and Others*—*The New York Mutual Gas Light Company* v. *Newton and Others*—*New Amsterdam Gas Company* v. *Newton and Others*—*The East River Gas Company of Long Island City* v. *Newton and Others.*—Actions were begun in the Federal court by these six subsidiary companies of the Consolidated Gas Company System

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to have the 80-cent law declared confiscatory and the defendants enjoined from enforcing that rate. In May, 1920, these companies made motions for preliminary injunctions which were argued before Hon. Henry G. Ward, Circuit Court Judge, and Hon. Julius M. Mayer and Hon. John C. Knox, District Court judges, on June 14th. On June 29th the Court granted each of the plaintiffs a preliminary injunction and, as a condition thereof, permitted the charging and collecting of $1 per thousand cubic feet after July 1, 1920, and, pending final determination of their actions, provided the excess 20 cents be deposited with a Special Master. An appeal from the order *pendente lite* was duly allowed on July 27, 1920. On August 26th the plaintiffs moved for modifications of the injunction orders, so that they might charge $1.30 per thousand cubic feet to private consumers and substitute Liberty bonds or other securities in place of the excess collected over the statutory rate. These motions were argued on November 4, 1920, and a decision handed down on November 26th, allowing the collection of a rate of $1.10 pending the final determination or further order of the Court, and the substitution of proper securities for the amounts collected above 80 cents. The trial of the action of the Central Union Gas Company was begun in September, 1920, before Special Master A. S. Gilbert and is now going on.

Brooklyn Union Gas Company v. *Nixon and Others.*— Suit was begun in May, 1919, in the Federal court to have declared unconstitutional and to enjoin the defendants from enforcing the 80-cent rate prescribed by chapter 125 of the Laws of 1906. An application for a preliminary injunction was argued before Hon. Henry G. Ward, Circuit Court Judge, Hon. Julius M. Mayer and Hon. John C. Knox, District Court judges, in January, 1920. On February 25, 1920, an order was entered granting a preliminary injunction and allowing the plaintiff to charge 97 cents per thousand cubic feet to its private consumers pending final determination of the action, the excess 17 cents to be deposited with a Special Master. The trial of the action was begun before Special Master James C. Graham, in September, 1920, and is now going on. On September 3, 1920, plaintiff moved for a modification of the preliminary injunction order so

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that it might charge $1.30 per thousand cubic feet and substitute bonds or other securities instead of depositing the excess over the 80-cent rate. Argument was had upon this motion on October 22, and a decision was rendered on November 26, 1920, permitting plaintiff to charge its private consumers $1.10 per thousand cubic feet and to deposit securities in lieu of the excess collected over the statutory rate.

Newtown Gas Company v. *Nixon and Others.*—This suit was begun in the Federal court in May, 1920, to have the $1 rate declared unconstitutional as to plaintiff, a subsidiary of the Brooklyn Union Gas Company. A motion for a preliminary injunction was argued on October 22, 1920, and the motion granted by decision rendered on November 26th, whereby plaintiff is permitted to charge $1.10 pending final determination or the further order of the Court, and deposit securities for the amounts collected above the statutory rate.

Flatbush Gas Company v. *Nixon and Others.*—This suit was commenced in May, 1920, in the Federal court to have the 80-cent rate declared unconstitutional as to plaintiff, another subsidiary of the Brooklyn Union Gas Company. This plaintiff was also granted a preliminary injunction on November 26, 1920, upon the same conditions as those prescribed in the case of the Newtown Gas Company.

Richmond Hill and Queens County Gas Light Company v. *Nixon and Others*—*The Woodhaven Gas Light Company* v. *Nixon and Others.*—These actions were brought by two other companies in the Brooklyn Union System to have the $1 rate for gas declared confiscatory. The complaints were filed in the Federal court in April, 1920. No further action was taken until November 10, 1920, when motions were made for the appointment of a Special Master in each case, which motions came before Hon. Julius M. Mayer, District Court Judge, on November 26, 1920.

The Jamaica Gas Light Company v. *Nixon and Others.*—This suit was begun by another subsidiary of the Brooklyn Union Gas Company in the State Supreme Court in November, 1919, to have declared confiscatory the $1 statutory rate for gas. A motion for a preliminary injunction having been argued before

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Mr. Justice Greenbaum, an opinion was rendered on February 13, 1920, denying the motion. Thereafter the plaintiff moved for a discontinuance of its action. By an order entered on March 29, 1920, it was provided that, if all or any of the defendants should fail to sign a stipulation that the testimony taken in the action of the Brooklyn Union Gas Company pending in the United States District Court, so far as said testimony concerns the capital invested by said Brooklyn company and the cost of production of gas, may be read into the record upon the trial of the Jamaica company's action with the same force and effect as if taken therein, the motion to discontinue was granted upon the further conditions that plaintiff (1) should stipulate not to move anew for a preliminary injunction in any similar action it might thereafter bring, (2) should stipulate to make the City of New York a party in any similar suit brought by plaintiff and not thereafter move to oust the city, and (3) should pay taxable costs, "and failing to comply with the *three last mentioned conditions,* the motion is denied, with $10 costs to each of the defendants." Plaintiff having appealed from that order, the Appellate Division for the First District on June 18, 1920, modified the order of March 29, 1920, by striking out the conditions numbered "1" and "2" and otherwise affirmed said order.

New York and Queens Gas Company v. *Newton and Others.*— This action was instituted in the Federal court in April, 1919, to have declared confiscatory and to enjoin the defendants from enforcing chapter 125 of the Laws of 1906, fixing $1 as the maximum rate lawfully chargeable by plaintiff, a subsidiary of the Consolidated Gas Company. The trial of this suit was held before Special Master A. S. Gilbert, during the months of April, May and June, 1920. A report having been filed recommending that the statute prescribing the $1 rate be declared confiscatory as to plaintiff, exceptions to the report were filed by defendants and also by plaintiff. Argument of the motion upon the exceptions was heard by Hon. Julius M. Mayer, District Judge, on August 21, 1920, who on November 3, 1920, rendered an opinion confirming substantially the Master's report. A decree declaring the $1 rate confiscatory as to this company and enjoining the enforcement thereof was entered on November 19,

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1920. An appeal from the decree will be taken by the defendants to the United States Supreme Court.

Kings County Lighting Company v. *Newton and Others.*—This action was brought in the State Supreme Court in July, 1916, to have chapter 125 of the Laws of 1906, as amended by chapter 604 of the Laws of 1916, fixing 80 cents as the maximum rate to be charged plaintiffs' private consumers, declared confiscatory. The action was finally tried before Mr. Justice Greenbaum from October, 1918, to April, 1919. About 10,000 pages of testimony were taken, together with numerous exhibits. On January 27, 1920, the court rendered an opinion holding that the complaint must be dismissed without prejudice to reopen the case by appropriate proceedings if, after an adequate experimentation under an 80-cent rate, plaintiff believed it could prove that rate confiscatory as to it. On February 7, 1920, plaintiff made a motion to reopen the case for the purpose of showing its operating results for 1919 and "at the present time," which motion was denied on March 29, 1920. Plaintiff thereupon appealed from that order and from the judgment, entered also on March 29th, dismissing the complaint. An application to the Appellate Division for a stay, pending the appeals from the judgment and order, was denied on April 23, 1920.

Kings County Lighting Company v. *Nixon and Others.*—This suit was commenced in the Federal court on May 24, 1920, to have the 80-cent statutory rate declared confiscatory. Plaintiff having asked for a preliminary injunction, the motion was heard by Hon. Henry G. Ward, Circuit Court judge, Hon. Julius M. Mayer and Hon. John C. Knox, District Court judges, who on June 29, 1920, entered a decree granting the injunction and allowing plaintiff to charge and collect a rate of $1 pending final decree, the excess 20 cents to be deposited until the final disposition of the case. The trial of the action took place in August and September, 1920, before Special Master Gordon Auchincloss, who, on September 22, filed his report, based upon the operating results for 1919, and the first six months of 1920, recommending that the 80-cent rate be declared void and illegal as to plaintiff. Exceptions to the Master's report having been filed by both plaintiff and the defendants, the hearing on said

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report was held by Hon. Charles M. Hough, sitting as a District Court Judge, who on October 14 handed down an opinion modifying in some respects the Master's report, but confirming the finding as to the confiscatory character of the 80-cent rate. A final decree was entered on October 19, 1920. The Commission and the Attorney-General will appeal to the United States Supreme Court.

New York and Richmond Gas Company v. *Nixon and Others.* — This suit was begun in the State Supreme Court in February, 1920, to have the $1 statutory rate declared unconstitutional. At the same time, plaintiff moved for a preliminary injunction which was argued before Mr. Justice Callaghan of Kings County Supreme Court on February 28 and denied on April 12, 1920, as the case was about to go to trial. An official referee, Hon. Albert H. Sewall, having been appointed to hear and determine the case, the trial started before the official referee in July and terminated in November, 1920. No decision has yet been rendered. On July 22, 1920, plaintiff made a second motion for a preliminary injunction, which was denied by Mr. Justice Scudder, Supreme Court, Kings county, by an order entered August 18, 1920.

Bronx Gas and Electric Company v. *Public Service Commission, First District, and Others.*— This action was commenced on March 12, 1919, in the State Supreme Court to have the $1 statutory rate for gas to private consumers and the 75-cent statutory rate to the city declared unconstitutional. The counsel to the Commission having moved for a separation of the alleged causes of action, the motion was granted by Mr. Justice Hotchkiss, of the Supreme Court, New York county, on April 15, 1919, whose order was affirmed by the Appellate Division on May 9, 1919. Plaintiff having served an amended complaint, the Commission demurred to one of the alleged causes of action. Plaintiff then moved for judgment on the pleadings, which was denied by Mr. Justice McAvoy on July 23, 1919. The Appellate Division, First Department, on December 19, 1919, reversed Mr. Justice McAvoy's order, and overruled the demurrer with leave to answer. In the meantime a motion for a preliminary injunction had been argued before Mr. Justice Mullan, who on

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August 1, 1919, entered an order granting the injunction. The plaintiff thereupon put into effect a rate of $1.50 per thousand cubic feet, and in August, 1920, filed a schedule showing a rate of $1.75, effective September 1st, which schedule the Commission rejected as unauthorized. An order to show cause why the injunction should not be vacated or modified was then obtained by the Commission and some of the other defendants, and a stay preventing an increase over the $1.50 rate was granted, pending argument before Mr. Justice Mullan to whom the matter was referred. Plaintiff then applied for a vacation of the stay to Mr. Justice McAvoy, who refused to interfere pending the decision of a motion for a temporary injunction by the city and certain consumers in a separate action instituted to prevent the plaintiff from charging more than $1.50. On September 9 Mr. Justice Mitchell granted a temporary injunction restraining the collection of a rate in excess of $1.50. In November, 1920, a motion was made to have the case tried before an official referee, which motion has not yet been decided. The defendants have appealed from the order made by Mr. Justice Mullan on August 1, 1919, granting a preliminary injunction and the appeal will be argued in the near future.

Brooklyn Borough Gas Company v. *Public Service Commission for the First District.*—This action was commenced in the Supreme Court, New York county, shortly after the enactment of chapter 604 of the Laws of 1916, amending chapter 125 of the Laws of 1906, prescribing 80 cents as the maximum rate chargeable for gas sold to private consumers after July 1, 1916, in the territory served by plaintiff. The latter attacked not only the 80-cent statute but also the statutory rate of $1 fixed by chapter 125 of the Laws of 1906, the 75-cent rate to the City of New York, as prescribed by chapter 736 of the Laws of 1905, and an order of the Public Service Commission, adopted July 8, 1913, fixing 95 cents as the maximum rate to be charged in the 31st ward of the Borough of Brooklyn, which order had been duly accepted and complied with by plaintiff. The case was tried before Hon. Chas. E. Hughes, as referee, who on July 24, 1918, filed his opinion and report, holding that the 80-cent rate was palpably confiscatory, that because of the special conditions

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no case had been made for invalidating the 75-cent rate to the city, that the 95-cent rate fixed by the Commission's order was no longer effective, and that the $1 rate prescribed by chapter 125 of the Laws of 1906 did not survive the enactment of chapter 604 of the Laws of 1916 which repealed the provision of the Laws of 1906 fixing $1 as the maximum rate for gas sold in plaintiff's territory. A judgment was entered upon the Referee's report on August 13, 1918. Shortly after the Referee's report had been filed plaintiff attempted to put in force a rate of $1.25. The Commission thereupon instituted a summary proceeding under section 74 of the Public Service Commissions Law, and on August 16, 1918, obtained an injunction preventing the collecting of more than 95 cents, which injunction was later modified by the Appellate Division, Second Department, so as to make the injunction order effective until September 8, 1918. In January, 1919, the Appellate Division, First Department, granted the Commission's motion for a stay of proceedings pending the appeal, which had been taken from the judgment entered on August 13, 1918. In October, 1919, plaintiff moved for a vacation of said stay, which the Appellate Division, First Department, denied "without prejudice to plaintiff to apply to the Public Service Commission for the relief sought." In January, 1920, plaintiff obtained leave to appeal to the Court of Appeals from the order denying the stay of proceedings, and served a notice of appeal in February, 1920, but that appeal has not been prosecuted. The record on appeal from the judgment entered upon Referee Hughes' report has been printed and it is expected that it will be argued in the near future.

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CHAPTER III

FORMAL CASES RELATING TO TRANSPORTATION, HEAT, LIGHT AND POWER COMPANIES

The following synopses cover the principal features of some of the more important formal cases before the Commission during 1920:

Rates of Fare

Case No. 2416 — Manhattan and Queens Traction Corporation — Application to increase rate of fare.— This case began in 1919 upon application by the Receivers of the company for permission to establish a zone-fare system with two 5-cent zones instead of the existing single 5-cent fare zone at that time covering the entire route. On the day, early in September, 1919, the hearing was to be held upon this application, the Commission was served with an order, granting the motion of the City of New York, to show cause why a writ of prohibition should not issue restraining it from taking any action upon the application. The writ on the order to show cause was obtained in the Supreme Court, New York county, Special Term, Part I, October 14, 1919. It temporarily stayed all proceedings by the Commission in this case. The Commission took an appeal from this order to the Appellate Division for the First Judicial Department. That court on or about January 23, 1920, handed down a decision affirming the order of the Special Term. Appeal was then taken from the Appellate Division's decision to the Court of Appeals, which on July 7, 1920, reversed the order of the Appellate Division and the Special Term aforesaid. In its opinion the Court of Appeals reviewed the franchises granted to the Manhattan and Queens Traction Corporation and its predecessor, the South Shore Traction Company, and after a discussion of the provisions of law, particularly provisions of the Public Service Commissions Law applicable in the premises and the powers and duties of the Commission therein, held as follows (*People ex rel. City of New York* v. *Nixon et al.,* 229 N. Y. 356):

At the date of this franchise the Public Service Commission was empowered by statute to increase the maximum rates, fares,

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or charges chargeable by any * * * street railroad corporation when found to be inadequate to yield a fair return (Section 49, Public Service Commissions Law; Consol. Laws, Chap. 48). * * * Contracts fixing rates, if made before the enactment of these statutes, were subject at the utmost to the possibility of the exercise by the state of its police power in the future. Contracts made thereafter were subject to a possibility which had become merged in a reality. It was no longer a question of what the state might do at some indefinite and unknowable time. It was a question of what the state had already done, drawing upon sources of energy, reserves of power, till then latent and potential, and manifesting its will in law. A new public policy had been initiated. A new right had been declared. Rates were thereafter to be just and reasonable alike for carriers on the one side and for passengers or shippers on the other. Neither class would be permitted for its own benefit to set the rule at naught. The state through its delegate, the Commission, would lower the charges if too high. It would raise them if too low. * * * Rate-making was to be no longer an affair of predominantly private interest, in which the state would interfere without system and with spasmodic and intermittent action. A superintending agency of government had taken the matter in hand.

Following the Court of Appeals' decision, the Receivers' application was again brought on for a hearing before the Commission. Hearings thereon were held at which evidence adduced sustained the allegations contained in the Receivers' application that they were not realizing sufficient income from the operation of the railroad in their custody to pay operating expenses. An order therefore was made in this case on December 7, 1920, establishing zones on said company's lines and rates of fares therefor, as follows:

ZONES

Zone No. 1 shall extend from the Manhattan terminal of said Manhattan and Queens Traction Corporation's lines to Grand street, Elmhurst, and

Zone No. 2 shall extend from Grand street, Elmhurst, to the present terminal of said Manhattan and Queens Traction Corporation's lines at Jamaica, New York.

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RATES OF FARE

1. For a single ride from any point in Zone 1 to any other point in Zone 1, five cents (5 cents).

2. For a single ride from any point in Zone 2 to any other point in Zone 2, five cents (5 cents).

The order contained a provision that nothing therein should change or affect or be deemed or construed to authorize, direct or permit any change in the rates of fare on the Bridge Local Line or the Industrial Centre Line of the Manhattan and Queens Traction Corporation as described in its Passenger Tariff No. 3 on file with the Commission. This is a special 3-cent fare for a short ride.

Cases Nos. 2477, 2478 and 2479 — The Nassau Electric Railroad Company; the Brooklyn, Queens County and Suburban Railroad Company; the Coney Island and Brooklyn Railroad Company — Applications for increases in rates of fare from five cents to eight cents.— These cases came before the Commission upon complaint of Lindley M. Garrison, as Receiver of the companies named, as to the rate of fare on the lines thereof. He petitioned for an increase from 5 to 8 cents. His petitions were filed with the Commission on March 30, 1920, on which date the Commission made orders directing that a hearing be had in the matters on March 31, 1920. The hearing was held on that date on all three applications, and orders were made denying each of them upon the ground that the Commission had no power or jurisdiction upon the facts alleged in each of the complaints and applications to determine the questions presented or to grant the prayer thereof or to increase the rates, fares or charges, charged or cheargeable upon said lines of said railroads, and not upon the merits. Following the making of these orders, the Receiver immediately made applications in all three cases for a rehearing. The Commission promptly denied these applications by orders also made on March 31, 1920.

On the same day that the applications for a rehearing in these cases were made and denied, the Receiver obtained in the Supreme Court, New York county, Special Term, an order for a writ of certiorari to review the Commission's determinations. The City

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of New York secured, on consent, an order, also from Special Term, permitting it to intervene and making it an additional party defendant. On April 10, 1920, the Appellate Division, First Department, made an order dismissing the writ of certiorari, affirming the proceedings of the Commission as a matter of law and not in the exercise of its discretion, granting leave to appeal to the Court of Appeals and certifying that in its opinion a question of law was involved, which ought to be reviewed by the Court of Appeals. Thereupon an appeal was taken to the Court of Appeals. On July 7, 1920, that Court handed down a decision in effect holding that the Commission has power to change the rate of fare on lines operated pursuant to franchises granted directly by the Legislature, on franchises granted by municipal authorities prior to January 1, 1875, on franchises granted by municipal authorities subsequent to the taking effect of the Public Service Commissions Law on July 1, 1907, and certain other classes of franchises described therein.

Case No. 2452 — South Brooklyn Railway Company — New local freight tariff increasing rates applicable to chartered trolley freight cars for handling newspapers. — This case is practically a continuation of Case No. 2435, which was decided in the year 1919. In both cases the South Brooklyn Railway Company sought to obtain from the Commission permission to increase its freight charges on cars handling newspapers. In the case before the Commission in 1919 the rate asked for was $5 per car per hour, with a minimum charge of $15. In that case the Commission held that the charges were unreasonable and unjust and refused permission to the company to put same into effect. Such decision was made in December, 1919. The opinion in that case was written by Hon. Alfred M. Barrett, then Deputy Commissioner, and the order entered was pursuant to Commissioner Barrett's opinion.

Not until the beginning of the year 1920 did the railroad company again seek to obtain permission to charge an increased rate for this particular service. Under date of January 2, 1920, the South Brooklyn Railway Company, by Mortimer B. Hoffman, addressed a communication to the Commission referring to Case No. 2435, advising the Commission that the South Brooklyn

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Railway Company withdrew and canceled the proposed tariff in question in that case and setting forth, as indicated at the hearings, that it was the intention of the company to withdraw the special service provided by such tariff schedule, if it was denied the right to charge the rate proposed, the reasonableness of which he said the company deemed clearly shown by the evidence. However, he stated, the call for moderation and an honest spirit of co-operation had been weighed and in that spirit, without accepting or agreeing with the statements of the opinion of Commissioner Barrett, but in an attempt to seek a practical adjustment, his company had decided to file a new tariff providing for an increase more in line with what the opinion indicated would be reasonable, effective on short notice, but without prejudice to its rights to file other and revised tariffs covering this particular service, if experience with the actual workings of the rate proposed proved the increase inadequate. He concluded by making application to the Commission for special permission to put into effect on three days' notice, namely, January 10, 1920, a new tariff, making the charge per car per hour 50 cents less and the minimum charge $1.50 less than requested in 1919.

On January 7, 1920, the Commission made an order in Case No. 2452, directing that a hearing on the application be held on January 9, 1920. The hearing was held on that date and closed. The testimony being satisfactory as to the reasonableness of the rate proposed to be charged, the Commission made an order granting special permission to the company to put the new tariff into effect upon short notice.

Case No. 2485 — Van Brunt Street and Erie Basin Railroad Company — New tariff schedule providing for increased rate of fare from 3 cents to 4 cents.— This case arose on the filing by the Van Brunt Street and Erie Basin Railroad Company of a new local passenger tariff issued April 3, 1920, effective May 6, 1920, providing for an increased rate of fare from 3 cents to 4 cents, and for tickets in packages of 8 for 25 cents, 16 for 50 cents and 32 for $1. A somewhat similar tariff was filed in the year 1919 and disapproved by the Commission. The facts as to this proceeding in 1919 are found in Case No. 2374 (Vol. I, Thirteenth Annual Report of the Commission, page 32).

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On April 9, 1920, the Commission made an order directing that a hearing be held on April 19, 1920, to inquire into and determine the lawfulness and propriety of the proposed changes in the new tariff schedule. The hearing was held that date and continued on April 27, 1920, when the hearings were closed. Two days before the said proposed new tariff was to take effect, namely, on May 4, 1920, the Commission made an order suspending it until May 20, 1920. Later orders continued the suspension to July 15, 1920. On July 13, 1920, the Commission made an order annulling said tariff, for the reason that the company had failed to show that the increase in rates proposed was just and reasonable. The hearings were held before Deputy Commissioner Morgan T. Donnelly, who submitted an opinion reviewing the facts and pointing out the company's failure to sustain the burden of proof that the rate of 3 cents was unjust and unreasonable. The Deputy Commissioner found that the company was making more money in 1920 than it made in 1919, when the previous application for an increase of fare was denied. The company had offered very little evidence upon the merits of its application, but rested chiefly upon the contention that a contract existed between the State of New York and the company by virtue of the special legislation enacted in 1867, authorizing an extension of the company's line and the right to charge a rate of fare not exceeding 4 cents for each passenger transported on its route, and that the Commission was without power to interfere with such contract. This contention the Commissioner thought could not be sustained, it being well settled that when a rate is fixed by the Legislature, no railroad company obtains any contract right to continue to charge such rate, but the rate (and the right to put the rate into effect) is always subject to change by the Legislature or by its authorized agent.

Case No. 2500 — Interborough Rapid Transit Company — Complaint as to rate of fare. — In this case the Interborough Rapid Transit Company complained to the Commission under date of May 28, 1920, that the maximum fare of 5 cents chargeable by it on its lines of railroad was insufficient to yield a reasonable compensation for the service rendered and that such rate of fare was unjust and unreasonable and petitioned the Com-

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mission to hold a hearing pursuant to the statute to determine a just and reasonable rate for the service performed by it. The complaint was presented to the Commission at its meeting on May 28, 1920, and the application of the company was denied for want of jurisdiction to fix a rate of fare different from that fixed by Contract No. 3. Immediately following this action of the Commission, the company made application for a rehearing, which the Commission also denied at its meeting on May 28, 1920. The company on the next day obtained from the Supreme Court, New York county, Special Term, Part II, an order for a writ of certiorari. At the close of the year the proceedings in connection with the writ of certiorari were pending before the Appellate Division of the Supreme Court, First Judicial Department. Arguments in respect thereto had not been heard.

Cases Nos. 2501 and 2502—The Long Island Railroad Company—New tariff schedules showing increased commutation rates and local passenger rates.—These cases concerned an increased rate of fare on lines of The Long Island Railroad Company as indicated by new tariff schedules filed with the Commission, issued as of May 29, 1920, effective July 1, 1920. In Case No. 2501 the tariff schedule showed increased commutation fares between stations on The Long Island Railroad in the Boroughs of Queens and Brooklyn; and also to the Pennsylvania station in the Borough of Manhattan, New York City. In Case No. 2502 the tariff schedule showed increased one-way and 20-trip ticket fares on The Long Island Railroad Company's local electric trains between Flatbush avenue and Queens, N. Y., and intermediate points and for Rockaway Beach trains stopping at stations as set forth in said schedule. Orders suspending these tariffs and directing a hearing to be held in regard thereto, were made in both these cases by the Commission on June 1, 1920. The hearing was set for June 9, 1920. The two cases were considered together, testimony taken applying to both. The hearings extended over a period including August 24, 1920, at which time the railroad company withdrew the schedules and asked that these cases be discontinued, stating as the reason for its action that, because of wage increases which has been ordered by the United States Labor Board under the Transportation Act

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of 1920 since the proceedings in these cases were started, the tariffs would be entirely inadequate to meet the company's wage demands. The record would seem to indicate that the withdrawals were in all probability for the purpose of seeking increased rates from the Interstate Commerce Commission. The Commission made orders on August 24, 1920, discontinuing these cases.

Case No. 2505 — New York Consolidated Railroad Company — Application for increase in rate of fare from 5 cents to 8 cents.— The company's receiver complained to the Commission that the rate of fare charged on its lines of railroad was inadequate to yield a reasonable compensation for the service rendered and that such fare was unjust and unreasonable and petitioned the Commission for an increase from 5 cents to 8 cents. The company's petition was presented to the Commission at its meeting on May 13, 1920, at which time the petition was ordered filed. Under date of May 13, 1920, the Hon. Lewis Nixon, then Commissioner of the First District Commission, addressed letters to the Hon. John F. Hylan, Mayor of The City of New York, and Hon. John H. Delaney, Transit Construction Commissioner, notifying them of this action. A letter was also addressed to the Hon. Lindley M. Garrison, as Receiver of the New York Consolidated Railroad Company, on the same date by the Secretary to the Commission to the same effect.

On June 10, 1920, the Commission made an order dismissing the Receiver's complaint and denying his petition for want of jurisdiction to determine and fix a rate of fare different from that fixed by Contract No. 4 with the City of New York. On the same day there was presented to the Commission an application for a rehearing, which was also denied. Before orders were entered in this case and any action taken therein by the Commission, the City of New York, by its Corporation Counsel, made application in Special Term, Part I, New York county, for an order to show cause why an alternative writ of prohibition should not issue out of and under the seal of that court, directed to Mr. Nixon, constituting the Public Service Commission, the New York Consolidated Railroad Company and its Receiver, and the New York Municipal Railway Corporation and its Receiver, to

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desist and refrain from any further proceedings in the matter of the said application of Mr. Garrison. On May 17, 1920, Mr. Justice Whitaker, of the Supreme Court, New York county, issued an order to show cause on May 20, 1920, why said writ should not be allowed, and staying all the proceedings in this matter, pending a further order of the court. The motion came on to be heard before Mr. Justice Tierney, sitting in the court aforesaid, who, on May 24, 1920, denied the Corporation Counsel's motion, stating that Mr. Nixon could not entertain and act favorably upon Mr. Garrison's application without prior notice to the Corporation Counsel, except in the exercise of bad faith, and as that was not to be anticipated, there was no need of examining the said motion and thus it should be denied.

Following the action of the Commission denying the company's application, the company obtained on June 15, 1920, in the Supreme Court, New York county, in a Special Term thereof, an order for a writ of certiorari to review the Commission's order. At the close of the year the proceedings in connection with the writ of certiorari were pending before the Appellate Division of the Supreme Court, First Judicial Department. Arguments in respect thereto had not been heard.

Case No. 2512 — Coney Island and Brooklyn Railroad Company and The Nassau Electric Railroad Company — New tariff showing changes in second fare point on lines to Coney Island — Inauguration of single fare zone on 39th Street Ferry–Coney Island Line. — In this case the Coney Island and Brooklyn Railroad Company and the Nassau Electric Railroad Company filed with this Commission under date of June 10, 1920, a new tariff schedule issued as of June 12, 1920, effective July 12, 1920, on account of the changing of the southbound second fare point from Kings highway and Coney Island avenue to Neck road and Coney Island avenue and changing the northbound second fare point on the DeKalb–Coney Island and Franklin Avenue lines from Malbone street and Flatbush avenue to Park circle, and on the Smith Street Line from Ninth avenue and Ninth street to Park circle, and also on account of the inauguration of the single fare zone on the 39th Street Ferry–Coney Island Line. Prior to the spring of 1909 the northerly zone limits of the

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Coney Island and Brooklyn Lines were at Park circle, and these limits were changed to Ninth street and Ninth avenue on the Smith Street Line and to Flatbush avenue and Malbone street on the Franklin Avenue Line. One of the objects of the new tariff schedule was to move these points back to Park circle. The placing of these zones at the extended points was voluntary on the part of the company and not by order of the Commission. So far as moving the second fare point from Kings highway and Coney Island to Neck road was concerned, such change made no difference in the operating arrangements of the company, as passengers had the privilege of riding from Neck road to New York for a 5-cent fare.

Respecting the inauguration of a single fare zone on the 39th Street Ferry–Coney Island Line, passengers at the time the new tariff schedule was filed could board cars on this line at any point between 39th Street ferry and Coney Island and ride for a fare of 5 cents. The new tariff, however, would require passengers to pay a total of 10 cents if they desired to ride for the entire length of the line. The northerly point of the single fare zone inaugurated by the new tariff was placed at 39th street and Fifth avenue and the southerly point at Bay 19th street and Bath avenue.

The basis for the request for the inauguration of the zone plan on this particular line was the fact that cars on that line were operated over the tracks of the Brooklyn, Bath and Coney Island Railroad Company between Bath Junction and Stillwell avenue, which company, it is claimed, had a legal right to charge a fare of 3 cents per mile, its franchise being that of a steam railroad.

On June 15, 1920, the Commission made an order deferring the operation of said new tariff schedule until August 12, 1920, and directing that a hearing be held in the matter on July 1, 1920. A hearing was held on that date as well as on July 15, 1920. On August 10, 1920, the Commission made a second order suspending the operation of the new tariff to October 12, 1920, and on August 13, 1920, a further order suspending it to October 12, 1920, except as to the provisions thereof applicable to the DeKalb Avenue–Coney Island Line, the Franklin Avenue Line and the Smith Street Line of the Coney Island and Brooklyn Railroad Company, which the Commission directed should

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be allowed, effective on August 17, 1920. This order took effect *nunc pro tunc* as of August 10, 1920. In reality it superseded the order aforesaid, made on August 10, 1920. Later orders made in this case on October 11, 1920, and November 9, 1920, further suspended the operation of this tariff, except as stated, to the close of the year 1920. By order of the United States District Court for the Southern District of New York, dated October 16, 1920, the Receiver of the Nassau Electric Railroad Company was directed to suspend the operation of the 39th Street Ferry–Coney Island Line and to substitute therefor the so-called 86th Street Shuttle Line operating from Bath avenue and Bay 19th street, by way of Bath avenue, 14th avenue and 86th street, to Fifth avenue. At the close of the year such operation was taking place. In effect, this order of the District Court brought about a condition as to fares for a ride from 39th Street ferry to Coney Island identical to that intended to be effected by the new tariff schedule concerned in this case.

Cases Nos. 2529, 2530 and 2531 — Long Island Railroad Company, New York Central Railroad Company, Staten Island Rapid Transit Company, New York, New Haven and Hartford Railroad Company, New York Connecting Railroad Company, and the New York, Westchester and Boston Railway Company — Applications for authority to increase freight rates on less than statutory notice; for relief from the provisions of section 36 of the Public Service Commissions Law of the State of New York, as amended June 9, 1917, with respect to freight rates and charges; for authority to publish on less than 30 days' notice reconsigning rules applicable to all freight in open-top cars and coal and coke in all cars, respectively.— In these cases applications (in Case No. 2529) were made by the above mentioned companies for authority to file with the Commission on less than thirty days' notice to it and to the public, certain new tariffs or supplements to tariffs, providing for an increase in freight rates on the respective railroads of said companies, the increase desired being one of 40 per cent in all existing freight rates, except rates on fluid milk, cream and articles taking the same rates as milk and cream, whether transported in ordinary freight trains or special milk trains; an increase of 20 per cent in rates on fluid

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milk, cream and articles taking the same rates, and an increase of 40 per cent in charges for switching, transit, weighing, diversion, reconsigning, lighterage, floatage, storage (not including track storage) and transfer, where said companies provide separate charges against shippers for such services; also for the revision of switching absorption tariffs so as to provide for the revision of switching absorptions in accordance with the increased switching charges petitioned for; subject to the rules and conditions prescribed by the Interstate Commerce Commission as to interstate rates and charges contained in its opinion in the matter of the application of carriers for authority to increase rates (*ex parte* No. 74) dated July 29, 1920; (in Case No. 2530) for relief from the provisions of section 36 of the Public Service Commissions Law, as amended June 9, 1917, to the extent that any of the increased rates involved may be less for a longer than for a shorter distance over the same line or route in the same direction, and to the extent that any such rates may be greater than the aggregate intermediate rates over the same line or route in the same direction, until such time as the Commission may reach a decision as to the lawfulness and reasonableness of such rates; and further (in Case No. 2531), for permission to file, on less than thirty days' notice to the Commission and to the public, tariffs or supplements to tariffs containing reconsigning rules applicable to all freight in open-top cars, and to coal and coke in all cars, as authorized by the Interstate Commerce Commission as to interstate traffic in its Special Permission No. 50,321 (amended), dated August 9, 1920.

Upon the receipt of the above petitions the Commission on the same day, August 19, 1920, made an order for a hearing thereon, said hearing to be held the next day, August 20, 1920. At the hearing the carriers, the shippers and the City of New York were represented. It was stated for the carriers that similar applications had been previously acted upon favorably by the Interstate Commerce Commission with certain exceptions, and had likewise been acted upon favorably by the Public Service Commission for the Second District. The carriers requested that favorable action be taken by the Commission for the First District in order that there might be no conflict with the rates

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allowed by the Interstate Commerce Commission and by the Public Service Commission for the Second District. Commissioner Alfred M. Barrett, who presided at the hearing, gave ample opportunity to all persons present to express their views, but no one appeared in opposition to the applications. Indeed, the representative of the shippers stated that he appeared in favor of the carriers' application.

Under the law, the jurisdiction of the Public Service Commission for the First District over freight rates extends only to those rates which apply to shipments wholly within the First District (Greater New York). That being the case and the Interstate Commerce Commission and the Public Service Commission for the Second District having acted favorably upon the companies' applications, and the record of the proceedings before those bodies having been made a part of the record before this Commission, and as even the shippers appeared to favor the increase proposed, this Commission did not deem it necessary to require the presentation of evidence *de novo,* which would in all probability have resulted in protracted hearings and might have hampered the carriers in carrying out the general policy of the Interstate Commerce Commission, to the possible detriment not only of the carriers but also of the public generally.

In the proceeding before the Public Service Commission for the Second District upon similar applications of these companies (as made in Case No. 2529), the same were not granted *in toto.*

The exception pertained to the proposed increase of 20 per cent in rates on fluid milk, cream and articles taking the same rate, the Interstate Commerce Commission having treated the rates for this traffic on the same basis as passenger rates, and the Public Service Commission for the Second District being of the opinion that the equipment and movement of milk trains harmonize more closely with passenger operation than with freight operation. This exception, however, has little effect so far as carriers are concerned operating within the First District, as there is no operation of milk trains over which the First District Commission has jurisdiction. However, it was the opinion that, in order that there might be no conflict between the two Commissions, the order for the First District should make the same provision in respect

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to milk, cream, etc., as did the order of the Second District Commission. A recommendation therefore was made to the Commission that the applications in Case No. 2529 be granted as indicated above, but with the understanding that the Commission did not approve or disapprove the rates proposed to be put in force, as under the law and under the express stipulation of the carriers made at the hearing, such rates were held to be still subject to complaint, investigation, regulation and suspension in any case where the propriety of suspension is made to appear. The order so provided.

So far as the desire for relief from the provisions of section 36 of the Public Service Commissions Law was concerned, it was the opinion of the Commission that there would probably be no situation within the First District which would require such relief, such situation being mostly confined to the jurisdiction of the Second District Commission. However, lest such a situation might arise, and in order that there would be no possibility of any lack of uniformity in respect to the matter throughout the State of New York, the Commission granted such relief to the company. As regards changes in reconsigning rules applicable to all freight and open-top cars, and to coal and coke in all cars, these applications were also granted. The purposes of this change was to facilitate and hasten the unloading of cars, and the return of empty cars to the sources of supply, in order that movement of coal and other freight might be expedited. Orders in all three cases were entered granting permissions as indicated August 20, 1920.

Case No. 2532 — The New York Central Railroad Company — Application to increase passenger rates. — Under date of August 19, 1920, the New York Central Railroad Company addressed to the Commission a petition for authority to file blanket supplements to existing tariffs on less than statutory notice, covering passenger rates for the so-called "Eastern District." The increase was for 20 per cent above the rates then in force, such passenger rates to include standard local or interline fares, excursion, convention and other fares for special occasions; commutation and other multiple forms of tickets; extra fares on limited trains; club car charges. The company set forth in its

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petition that, beginning May 24, 1920, the Interstate Commerce Commission, in accordance with the directions of section 13 (a) of the Interstate Commerce Act, as inserted by the Transportation Act of 1920, held hearings, took the testimony of many witnesses and received numerous exhibits relating to the facts as to the railroads of the continental United States with a view of determining whether, under the provisions of said section 13 (a), and under the facts as presented to them, increased rates should be granted to the carriers in order that the rate of return prescribed by said section 13 (a) should be received by the carriers; that on July 20, 1920, the United States Railroad Labor Board, a board duly appointed in pursuance of the provisions of the Transportation Act, rendered a decision relative to the compensation of the employees of carriers by railroad in the United States, among others, carriers by railroad in the State of New York, whereby large additional increases in operating expenses resulted in said railroads, and that thereupon the steam railroad companies filed with the Interstate Commerce Commission supplementary suggestions relative to additional revenue, which would be needed to meet such additional expenses; that on July 31, 1920, the Interstate Commerce Commission rendered its decision in the above matter, granting increases in freight rates, passenger rates, and charges for certain incidental service detailed in the opinion. The increases authorized by the Interstate Commerce Commission were permitted to become effective on five days' notice to the public. The company also in its petition set forth that it had made application to the Public Service Commission for the Second District and that that Commission was then considering its application. The company requested this Commission to consider such testimony as had been taken before the Second District Commission in the disposition of its application before the First District Commission for permission to file such new tariffs and supplements thereto so as to provide for an increase of 20 per cent in all its existing passenger rates on its lines upon one day's notice. The Commission, without holding a hearing, made an order on August 20, 1920, denying the company's application.

Cases Nos. 2535 and 2537 — New York Transfer Company (Dodd's Express Company) and Westcott Express Company —

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Strike of employees and applications for increase in baggage rates respectively.— The two mentioned cases are closely related to each other, in fact Case No. 2537 resulted from the strike settlement in Case No. 2535. On or about August 24, 1920, the drivers and helpers of the above named companies struck for more wages and shorter hours. Upon receipt of such information at the offices of the Commission it promptly directed that a hearing be had in the matter on August 25, 1920 (Case No. 2535) for the purpose of investigating same and the inconvenience caused to the general public. The hearing was held before Commissioner Alfred M. Barrett. It developed at the hearings that these companies on account of their financial condition could not meet the increased wage demands of their striking employees unless their rates were increased. On August 30, 1920, Commissioner Barrett made an announcement that he had held conferences with representatives of these baggage companies and of the local union of their striking employees and, as a result, terms of settlement between said companies and their striking employees had been arrived at and that it was no longer necessary to continue the Commission's investigation in the matter. He, therefore, declared Case No. 2535 closed.

While the investigation in Case No. 2535 was in progress the New York Transfer Company and the Westcott Express Company, in Case No. 2537, under date of August 28, 1920, made applications to the Commission for permission to increase their rates. The companies requested an increase of twenty-five cents per trunk and ten cents per piece on hand baggage, with a maximum charge of one dollar per piece on hand baggage. They asked for permission to put such new rates into effect on one day's notice. A hearing thereon was held by the Commission. In considering these applications the Commission not only took into consideration the testimony taken in Case No. 2537, but that taken in previous cases before it upon similar applications by these companies for increase in baggage rates. The Commission found that the facts unquestionably justified some sort of an increase in rates. Commissioner Barrett, however, was not satisfied that the companies' applications should be granted *in toto,* as the need of same was not fully established. This was particu-

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larly true respecting the increase requested on hand baggage. He was of the opinion that an increased allowance on trunks only would provide sufficient revenue for the companies to settle with their striking employees and continue their business. Allowance was therefore granted for the increase asked for on trunks, special permission being issued for filing on short notice. This disposition of the matter was the means of ending the strike of the companies' employees and of completely restoring the service they were giving to the public.

Case No. 2521 — The Long Island Railroad Company — New local passenger tariff schedules.— In this case the Long Island Railroad Company filed seven (7) Local and Interdivision Passenger Tariffs, five of which provided for an increase of ten (10) per cent on all classes of passenger fares except in instances where the increased rates would exceed three (3) cents per mile per passenger. The sixth tariff proposed to make certain changes in rules and regulations governing optional routes and stopover privileges and the last tariff proposed to cancel the one-way and round-trip tariff then in effect. The seven proposed tariffs bore the issuing date as of July 2, 1920, effective August 3, 1920. On July 9, 1920, these tariffs were presented to the Commission which by order made on that date, suspended the tariffs and directed that a hearing be held in regard thereto on August 2, 1920. The hearing was held on that date and adjourned to August 24, 1920, when the tariffs above described were taken up in connection with the tariffs described in Cases Nos. 2501 and 2502. These tariffs were withdrawn on that date, along with the tariffs in Cases Nos. 2501 and 2502 for the same reason pointed out in those cases. The Commission made an order discontinuing this case at the time the tariffs were withdrawn.

Service and Facilities

Case No. 2463 — The Long Island Railroad Company — Service, equipment and facilities on Atlantic division.— This case was brought on motion of the Commission to inquire into and determine the regulation, facilities, equipment and service of The Long Island Railroad Company upon its line of railroad at and between the Atlantic Avenue station, Borough of Brooklyn, and Jamaica,

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Borough of Queens, or generally on its Atlantic division. The first hearing was held on February 13, 1920, and other hearings extended into March, 1920. The hearings were closed on March 25, 1920. On April 21, 1920, the Commission made an order requiring The Long Island Railroad Company to make changes and repairs, improvements and additions to and in connection with its Flatbush Avenue station and station platforms as indicated on a certain plan marked as Company's Exhibit No. 26, offered in evidence at the hearing before the Commission on March 19, 1920, in this case; directing the company to make changes and repairs, improvements and additions to and in connection with its Warwick Street station and station platforms also as indicated on said plan; directing it to make changes and repairs, improvements and additions to and in connection with its Railroad Avenue station and station platforms as indicated on a certain plan marked Company's Exhibit No. 30, also offered in evidence, and directing it to make the said changes and repairs, improvements and additions as already described and complete the same not later than July 1, 1920. The requirements of this order were conditional upon The Long Island Railroad Company obtaining the consent and the approval of the Board of Estimate and Apportionment of the City of New York in so far as the changes and repairs, improvements and additions stated required encroachments upon or changes in the public highway. The company obtained such consent late in the year. The work is now in progress.

The changes ordered at the stations mentioned had to do with arrangements for collecting tickets so as to eliminate the necessity for doing so on trains of the company by its conductors. It was found that the conductors in the performance of their duties of collecting tickets from passengers on trains experienced difficulty in making their way through the trains before reaching stations and that frequently the trains had to be slowed up to permit the conductors to collect all the tickets. This practice interfered with the service and often made it very irregular. Therefore the Commission decided to have tickets collected at stations.

Case No. 2468 — New York and North Shore Traction Company — Discontinuance of service. — The Commission on March

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1, 1920, was informed by the New York and North Shore Traction Company that it was without funds and on that account would be unable to continue operation and that it proposed to suspend operation on its lines of railroad at midnight of that date. The Commission at once made an order directing that a hearing be held in the matter on March 2, 1920. At the hearing the testimony showed that during the month of February, 1920, the company found it impossible to operate except on a small portion of its lines, due to snow and ice on its tracks, and that as a result its receipts had not been sufficient to take care of its pay-roll. Furthermore, the company was financially in very bad condition and was experiencing considerable difficulty in obtaining funds.

The company suspended operation of its lines for several weeks, during which Commissioner Alfred M. Barrett made a personal study of the company's affairs and the condition of its property. On March 16, 1920, Commissioner Barrett addressed a letter to the president of the company calling attention to the fact that weather conditions were about normal and directing the company to resume operation immediately, in accordance with its schedules on file with the Commission.

The reply to Commissioner Barrett's letter indicated the company's willingness to resume operation provided it could get some assistance from its bondholders and stockholders. On April 15, 1920, the company resumed operation. Operation continued into May, 1920, when it again ceased, this time owing to the fact that the company was unable to secure coal, largely for the reason that it had no funds on hand to purchase same and somewhat due to the fact that the coal supply in Greater New York was very much restricted. The Commission on May 4, 1920, held a further hearing, whereat it again developed that the company was without the necessary financial means to continue operation of its lines and that such means, so far as its efforts extended, were not forthcoming. At the end of the year the lines were still shut down.

Case No. 2491—Interborough Rapid Transit Company—Installation of new electric pneumatic doors in subway cars.—In this case, on February 16, 1920, the Interborough Rapid Transit Company, by Frank Hedley, its president and general manager,

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advised the Commission that he desired to put into operation a new electric-pneumatic door apparatus for subway cars and requested the approval of such device by the Commission. The Commission made an order directing that a hearing be had in the matter on April 30, 1920. The hearing was held on that date, and adjourned subject to call by the Commission. The Transit Construction Commissioner, on April 23, 1920, had made an order approving this particular device. The purpose of the device was to enable the company to cut down the number of men in each train crew. By its operation two trainmen are enabled to operate a train instead of seven or eight as were previously required.

It developed at the hearing before the Commission that a train equipped with the new device for doors of the subway cars had been in operation and had made several trips for test purposes. In view of this the Commission deemed it advisable, before taking further action in the matter, for its engineers to inspect the operations of the train equipped with the improved door device. Inspections were made by the engineers, and their reports submitted to the Commission were favorable. Thereupon the Commission on May 18, 1920, made an order granting the company's application with these reservations — that nothing contained in such order should be construed to place the approval of the Commission upon the manner of operating trains of cars on which the multiple unit car door control (the new device) should be installed, nor should anything in the order be construed to prejudice the right of the Commission to make any further order relative to the manner of operation of trains composed of cars on which the said multiple unit car door control should be installed. At the close of the year the Interborough Company was engaged in re-equipping the doors of its subway cars with the control device approved in this case.

Case No. 2438 — Railroad corporations — Warning signs at crossings. — This case was instituted under chapter 438 of the Laws of 1919, which added to the General Railroad Law a new section 53-a, which requires every municipality or political subdivision or State Highways Commission, charged with the duty of maintaining a highway at places where a highway crosses a railroad at grade, to install and maintain an approach warning

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sign at each such highway on each side of such railroad grade crossing at a distance therefrom of not less than 300 feet. The law also requires the railroad companies at their own expense to furnish to such municipality or political subdivision or State Commissioner of Highways a sufficient number of approach warning signs of the character described in said law for each grade crossing on its line, and confers upon the Public Service Commission for the district in which such railroad crossing is situated the power to determine the exact locations of such signs. In the event of a violation or refusal of any such municipality or political subdivision or railroad corporation to install or furnish such signs as provided for in said law, the Public Service Commission is empowered to take court proceedings as indicated in said law to compel obedience to the provisions thereof. The hearing order in the case was made on December 1, 1919, and served on all steam railroad companies, terminal railroad companies and some rapid transit railroad companies operating within the First District, the City of New York, including the secretary of the Board of Estimate and Apportionment, the Corporation Counsel and the borough presidents of its different boroughs. The first hearing was set for December 15, 1919. A number of hearings thereafter followed during which the Commission made careful studies of all such crossings within the territorial limits of its district.

On February 24, 1920, an order was made by the Commission in this case prescribing the location for approach warning signs required under and in pursuance of the provisions of the law stated. In the Borough of Manhattan on the railroad of the New York Central Railroad Company, signs were ordered at four crossings. In the Borough of The Bronx, on the railroad of the New York, New Haven and Hartford Railroad Company, signs were ordered at one crossing. In the Borough of Brooklyn, on the railroad of the Long Island Railroad Company, signs were ordered at twenty-one crossings, and on the railroad of the Brooklyn Eastern District Terminal, signs were ordered at two crossings. In the Borough of Queens, on the railroad of the Long Island Railroad Company, signs were ordered at sixty crossings. In the Borough of Richmond, on the railroad of the Staten Island

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Rapid Transit Railway Company, signs were ordered on twenty-five crossings. At the close of the year practically all signs ordered had been furnished by the companies and installed.

Case No. 2467 — Belt Line Railway Corporation — Discontinuance of transfers with Fourth and Madison Avenue line.— On February 20, 1920, the Belt Line Railway Corporation, by Walter C. Burrowes, secretary, applied to this Commission for permission to file a new revised tariff schedule providing for discontinuance of transfers from the 59th Street Crosstown line to the Fourth and Madison Avenue line. Mr. Burrowes advised the Commission that the New York and Harlem Railroad Company, operating the Fourth and Madison Avenue line, had notified his company that, on and after March 1, 1920, the New York and Harlem Railroad Company would refuse to accept transfers from the 59th Street Crosstown line. The situation was brought about in this way. The property of the New York and Harlem Railroad Company, which had been a part of the New York Railways Company, was returned to its owners pursuant to an order of the United States District Court for the Southern District of New York. The receiver of the New York Railways Company prior to the delivery of this property posted notices in the cars thereof informing the public that after January 31, 1920, transfers would not be issued at certain points along the line of the Harlem Company. The owners of the Harlem Company, however, accepted transfers from the Belt Line Company at 59th street for a short time after they took over their property. This was done to give the Belt Line Company an opportunity to notify its passengers that a change was to take place in the old transfer arrangement. In the meantime the Belt Line Company had been advised as stated above, by the Harlem Company, of the intended non-acceptance of transfers from the 59th Street Crosstown line. The Belt Line Company had no alternative therefor but to revise its tariff to meet this change. The Commission on February 24, 1920, made an order for a hearing in this case, the first hearing to be held on February 26, 1920. After this hearing the Commission, on February 27, issued Special Permission No. 657, which granted permission to the Belt Line Railway Corporation to put said tariff into effect.

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Case No. 2454—The Long Island Railroad Company—New Bridge Over Flushing Creek.—Investigations having been made by the Commission as to delays to trains of the Long Island Railroad Company operating over the drawbridge over the Flushing Creek at or near Flushing, in the Borough of Queens, the Commission upon its own motion, on January 16, 1920, made an order directing a hearing to determine the cause of such delays, whether any repairs, improvements or changes in the structure of said bridge should be made and whether additional equipment or change of facilities was required.

The hearing was held on January 19, 1920. The testimony showed that barges and scows operating in Flushing Creek frequently came in contact with the abutments of the railroad drawbridge at Main Street, Flushing, putting it out of alignment and preventing the opening and closing of it, thus causing delays to trains ranging from one-half hour to one hour.

The Commission made an order on January 28, 1920, directing the Long Island Railroad Company to replace its existing bridge, over which are operated trains of the North Shore division, with a steel bridge with masonary abutments and foundations. The estimated cost of such a bridge is about $550,000. This order permitted the company, if it should find it advisable, to raise the road-bed and tracks at or near Flushing Creek.

Upon service of this order the company advised the Commission that it did not have available at the time sufficient money to build a new bridge. It offered, however, to dredge Flushing Creek, north of the drawbridge, and deepen and straighten the channel so as to permit scows and barges approaching the bridge to do so in a straight alignment and thus practically eliminate the danger of striking the piers. The company agreed to do this work and to spend in the neighborhood of $30,000, provided the Commission would hold in abeyance its order as to replacing the drawbridge. This the Commission agreed to do, upon condition that the company prepare plans for a new drawbridge to be constructed later, such plans to be prepared and filed with the Commission for approval during the current year. These plans have been filed and approved by the Commission.

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Gas and Electric Formal Cases

Case No. 2376 — The Woodhaven Gas Light Company — Extension of gas mains to serve residents of Springfield, Laurelton and certain other localities in the Borough of Queens.— This case was brought upon the Commission's own motion to inquire and determine whether an order should be made directing the Woodhaven Gas Light Company to extend its gas mains, services and other apparatus to such extent as might be necessary to furnish needed gas to the residents of Springfield and several other districts in the territory covered by the company's franchise in the Fourth ward, Borough of Queens. The order for a hearing was made in 1919 and most of the hearings were held during that year. Some, however, were carried over into 1920. The final order in the case was made on April 20, 1920. The Commission instituted the case because of numerous complaints by residents of Springfield and the surrounding districts, these people claiming that they were entitled to be supplied with gas by the Woodhaven Company, as they resided within the franchise territory of that company, and the franchises thereof obligated it to furnish them with gas. The company's only contention was that the service requested would not be profitable either now or in the immediate future. Deputy Commissioner Edward J. Glennon, before whom the hearings were held, after a careful consideration of all the facts, concluded that an order should be entered requiring an extension of mains, so as reasonably to serve, at the least, the districts known as Locust manor, Locust lane, South Jamaica place, Springfield and Laurelton. His reasons for arriving at these conclusions were set forth in a memorandum submitted by him to the Commission and approved by it on the same date as the final order in the case. The final order, in addition to requiring service to the districts indicated by Deputy Commissioner Glennon, stipulated that it was entered without prejudice to any further or other proceeding or proceedings and order or orders therein in respect to the extension of the mains and services of the Woodhaven Gas Light Company to the communities known as Rosedale, Rosedale Terrace, St. Albans, Idlewild Park, Sheffield Manor, Springfield Park, Hickview Park,

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Jamaica Junction, Jamaica Gardens and Bay View Landing. The company did not accept the order, but made application for a rehearing thereon by petition verified April 29, 1920. The application for a rehearing was denied by the Commission in an order made May 4, 1920. The company then sought an order for a writ of certiorari in the Supreme Court, New York county, Special Term, Part I. This writ was allowed on the 16th day of July, 1920, by the Honorable George V. Mullan, Justice. At the close of the year arguments on the writ before the Appellate Division, First Judicial Department, had not been heard.

Case No. 2471 — Kings County Lighting Company — Service to new consumers.— The Commission instituted this case on its own motion and on March 9, 1920, made an order directing that a hearing be held on March 12, 1920, to inquire into and determine whether the Kings County Lighting Company was complying with the requirements of the law in respect to the extension and furnishing of service to new consumers. The hearing was held that day and continued later. The testimony showed that this company was not complying with the law in respect to extending its service. Whereupon the Commission at the close of the second day's hearing made an order designated "Order A," directing the said Kings County Company to extend its service to all applicants who had made or might thereafter make application to it for the supply of gas in conformity with section 62 of the Transportation Corporations Law. The company upon service of this order advised the Commission it could not accept it, as it did not have the plant capacity to take care of new customers, nor sufficient money to enlarge its plant. It also advised the Commission that it would be difficult for it to obtain the necessary funds to make changes in its plant to supply all additional customers who had made application to it for service.

The Commission upon receipt of this advice directed further hearings in this case, largely for the purpose of ascertaining what could be done in respect to requiring the company to enlarge its plant so as to assure service to the many applicants. These hearings continued through the month of March, 1920. Little satisfaction having been obtained from the company as to assurances along the line of this investigation, the Commission at its meet-

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ing on April 6, 1920, authorized and directed its counsel to commence a mandamus suit against the Kings County Lighting Company to require it to comply with its said "Order A." The motion for an order to show cause why a writ of mandamus should not issue against this company requiring it to comply with the Commission's order aforesaid was made at Special Term of the Supreme Court, Kings county, before Mr. Justice Manning. Later and on or about May 17, 1920, he sent the papers to Ex-Justice Ketcham, as referee.

On June 11, 1920, the Commission made another order in this case designated "Order B," which required this lighting company to make certain changes, alterations, additions, improvements and repairs in its plant and to complete the same not later than December 1, 1920. The object of this order was to compel the Kings County Lighting Company to enlarge its plant capacity so that it could extend service to such new customers as had already at that time made application to it for service. Following the entry of "Order B" in this case and on or about June 12, 1920, Ex-Justice Ketcham, as referee in the mandamus suit, made a report to the court, recommending that the writ of mandamus be denied. On November 23, 1920, an order was signed by Mr. Justice Callaghan of the Kings County Supreme Court discontinuing the proceedings in the mandamus suit. At the close of the year hearings in Case 2471 were still in progress.

Case No. 2475 — Gas corporations — Hearings as to the quality, power, purity, pressure and standards of gas manufactured, distributed or sold by gas corporations within the First District.— This proceeding was upon motion of the Commission to investigate the gas oil situation in regard to the manufacture and distribution of gas by gas corporations within the Greater City of New York. The hearing order was made on March 10, 1920, and directed that the first hearing be held in the matter on March 16, 1920. Following the first hearing further hearings in this case were held during the year. All gas corporations subject to the jurisdiction of the Commission were represented at this investigation. The object of it was to determine the situation as to the supply of oil for gas manufacture, the market price thereof, contracts in connection with the purchase of same,

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as oil plays a prominent part in the manufacture of gas. Much testimony has been taken and the situation thoroughly studied. Though no order had been entered in the case at the close of the year, nevertheless the investigation has not been without its value. It has brought about a clearer understanding among the general public, gas corporations and oil dealers as regards the needs of the community of the greater City of New York respecting this commodity. In many respects the results have been beneficial to the gas consumers. The scarcity of good oil has had its effect upon the standard of gas supplied to the community, somewhat lowering the same during the past year. As the Commission cannot control the oil supply, no order was made.

Soft Coal Shortage

As was told in the annual report for 1919, a serious shortage of soft coal supplies was threatened late in the year by reason of an extensive strike of coal miners. The Federal authorities immediately took steps to promote coal conservation and to co-ordinate shipments with the view of preventing dangerous shortages in any locality. The National Fuel Administration asked for the co-operation of the State of New York, and the Governor designated the Public Service Commission for the First District to act for the State. The Commission immediately issued an order promulgating the order of the Fuel Administrator and took other steps to enforce coal-saving regulations.

The electrical engineer of the Commission was directed to ascertain the exact condition of all public utilities under the jurisdiction of the Commission in regard to their coal supplies. By the authority of the Commission he co-operated with the Regional Coal Committee established by the National Fuel Administration through the office of the Director-General of Railroads, and with the representatives of the public utilities, in a common effort to conserve the fuel supply and insure continuity of shipments. Bituminous coal, or "soft coal" as it is generally known, is universally used as fuel by all such utilities. Commissioner Nixon also asked and received the co-operation of the chambers of commerce, merchants' associations and boards of trade of the greater City.

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On February 5, 1920, Commissioner Nixon held a conference with representatives of the principal public utilities under the Commission's jurisdiction and was advised by them that the situation was desperate; that some of the companies had only a few days' supply of soft coal on hand and that the utmost economy in its use would be necessary if the companies were to continue their service to the public. Commissioner Nixon authorized the street railroad companies to cut down to the minimum the heating of cars and trains, as electric heating causes a large consumption of fuel and a considerable saving could be made in this way. The Commissioner on the same day sent telegrams to the President of the United States, the Senators from the State of New York and the National Railroad Administration urging prompt steps to supply the utilities of New York City with necessary coal. Senators Wadsworth and Calder replied, pledging their co-operation, as did also Max Thelen, Director of Public Service of the National Railroad Administration.

By February 11, 1920, the situation had so improved that Commissioner Nixon lifted the ban upon the free use of coal by the transportation companies and sent word to them that the crisis had passed and that the Commission expected the resumption of full service.

With the coming of spring and better weather conditions the coal movement into New York City improved. This result was in part due also to the efforts of the Interstate Commerce Commission. The government surrendered control of the railroads on March 1, 1920, and at the same time the National Railroad Administration ceased to exercise the powers of the Federal Fuel Administrator. This left the control of coal shipments entirely in charge of the Interstate Commerce Commission, which issued various orders to provide cars for coal shipments and to direct such shipments to the places where coal was most needed. The Interstate Commerce Commission issued Service Orders Nos. 7, 9, 16 and 21, dealing with this subject.

On June 22, 1920, in the absence of Commissioner Nixon, Acting Commissioner Barrett called a conference of representatives of the various public utility companies of the city, many of whom had complained to the Commission of another crisis in the

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coal situation. At this conference all agreed that the coal shortage was acute and that some utilities were in danger of closing down unless prompt relief were given. Commissioner Barrett sent telegrams to President Wilson and to the chairman of the Interstate Commerce Commission, stating that the soft coal supply in New York was so short that some of the public utilities must either close down or seriously curtail service unless they could obtain additional supplies, and urging upon the President and the Federal Commission to give priority to public utilities in the matter of coal car assignments. By Commissioner Barrett's direction, Deputy Commissioner Morgan T. Donnelly and James B. Walker, Secretary of the Commission, went to Washington on June 23 to lay the situation before the Federal authorities. Commissioner Donnelly and Secretary Walker were unable to see the President, but they had interviews with Commissioner Clyde B. Aitchison, of the Interstate Commerce Commission, and with the executive board of the railroad presidents, of which Daniel L. Willard, president of the Baltimore and Ohio Railroad Company, was chairman. After these conferences Commissioner Donnelly and the Secretary were assured by the spokesman for the Interstate Commerce Commission that the public utilities of New York City would not be permitted to close down and that the Federal Commission would see that the railroads provided such service as to insure a continuous supply of coal to those utilities.

Following these developments further conferences were held in New York City by representatives of the railroads, the Public Service Commission for the First District, and representatives of the utilities. In July the Interstate Commerce Commission issued Service Order No. 9, amending Service Order No. 7, and directing the railroads to furnish cars for coal shipments for sixty consecutive days and to give preference to coal shipments to public utilities, including street and interurban railroads, electric light and power plants, gas plants, water plants, ice plants, sewer works, also hospitals, schools and other public institutions, to the extent of supplying their needs for current use but not for storage purposes. Under this order the situation quickly mended

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and accessions to the coal supplies of the utilities were soon obtained. On July 23, 1920, Commissioner Barrett, by invitation, appeared before the United States Senate Special Committee on Reconstruction and Reproduction at a meeting in New York City, when he advised the committee of the amount of coal used by the public utilities of New York City and gave the quantities then on hand.

At the expiration of the sixty days covered by the Interstate Commerce Commission's Service Order No. 9 that Commission issued Service Order No. 16, amending all previous orders in regard to coal shipments. Service Order No. 16 repeated the provisions of Service Order No. 9, but provided that the Public Service Commissions or Railroad Commissions of the States where utilities and kindred institutions in need of soft coal were in operation, should police the requests for priority and car shipments and give permission therefor. This order became effective September 9, 1920. Under it the Public Service Commission for the First District issued a number of permits to different public utilities under its jurisdiction, requiring the applicant companies to make affidavit with the applications that the number of cars requested were sufficient only to provide for current needs and not for storage. This method of handling these permits was submitted to and approved by the Interstate Commerce Commission.

In October, 1920, the Interstate Commerce Commission issued Service Order No. 21, which suspended Service Order No. 16 and provided that all public utilities and public institutions should thereafter apply to the Interstate Commerce Commission or its agent instead of to the Public Service or Railroad Commissions for preferential treatment in the matter of coal shipments. The National Committee on Gas and Electric Service at Washington, a committee maintained by the gas and electric utilities of the country, was empowered to work with the Interstate Commerce Commission and receive applications for coal priority. The Interstate Commerce Commission itself assumed responsibility for all future assignments of cars.

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Utility Coal Committee Appointed

In the month of October the Commission was informed that the Interstate Commerce Commission had been appealed to by shippers of manufactured products to end the priority in coal shipments and the assignment of open-top cars granted to public utilities by Order No. 16. Under that order the utilities of New York City had been receiving enough coal for their daily requirements, but had been unable to accumulate any appreciable reserves to meet winter conditions.

On being apprized of the situation Commissioner Nixon summoned the heads of the utility companies to a conference in his office and, after an exchange of views, appointed the following, representative men to act as a committee to study the situation and take such steps as were necessary to insure all utilities an adequate supply of coal:

J. W. Lieb, Vice-President New York Edison Co., Chairman.
W. R. Addicks, Vice-President Consolidated Gas Co.
C. Andrade, Jr., President Wholesale Coal Trade Association.
Frank Hedley, President Interborough Rapid Transit Co.
R. H. Nexsen, Electrical Engineer Public Service Com.
M. S. Sloan, President Brooklyn Edison Co.
Wm. J. Welsh, President New York and Richmond Gas Co.

Commissioner Nixon designated Mr. Lieb as chairman, and the committee organized under the name of the New York Fuel Distribution Committee. Mr. C. W. Wilder was chosen for secretary. Mr. W. F. Curley, of the Corporation Counsel's office, was invited to join the committee to represent the City of New York, but he did not qualify.

In the meantime, namely, on October 15th, the Interstate Commerce Commission canceled Order No. 16, and immediately coal shipments to the utilities in New York City fell off more than 50 per cent, and in some instances were entirely discontinued. The situation was met by intelligent and timely work by the Fuel Committee. From a report made to Commissioner Barrett on December 11, 1920, when Chairman Lieb informed the Commission that its work was done and asked for the discharge of the committee, the following information is taken:

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By sending out questionnaires the committee learned that several of the utilities were facing critical conditions. The Interborough Rapid Transit Company had only a two days' supply of coal on hand; the Richmond Light and Railroad Company, three; the Kings County Lighting Company, three; the New York and Richmond Gas Company, four and a half; the Brooklyn Rapid Transit Company, twelve, and the Brooklyn Borough Gas Company, twelve. On this account many utilities were obliged to purchase "spot coal" in the open market at exorbitant prices. Members of the committee thereupon pooled their reserve supplies and allowed the utilities short of coal to draw upon them for a supply sufficient to tide them over and prevent a shut-down.

A suspension of operations by the New York and Richmond Gas Company was prevented in this way, an emergency supply of coal for gas-making purposes being rushed to its plant by the Kings County Lighting Company and the Consolidated Gas Company. Through the efforts of the committee, seconded by the work of the National Committee on Gas and Electric Service in Washington, the Richmond company was enabled to get shipments of contract coal resumed.

The Queensboro Gas and Electric Company, which receives its coal by water, was short of its winter supply and feared it would not be able to acquire a large enough reserve in advance of the freezing of Jamaica bay. Through the Fuel Committee's work it was able to obtain some "spot coal" as well as increased shipments from its regular contractors, so that by December 6th it had received enough coal to last it through the winter.

Coal for the Richmond Light and Railroad Company moving over the Baltimore and Ohio railroad was delayed in transit to such an extent as to endanger its operations. The committee located the coal and succeeded in having it moved to the company's docks before it was necessary to draw on the general reserves. In like manner the committee had shipments of coal for the New York Steam Company resumed, after they had been discontinued following the repeal of Order No. 16. In this it was aided by the Washington committee and the National Coal Association.

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After the Interstate Commerce Commission canceled its order giving preference to the Great Lakes region and the Northwest, in November, the situation in New York City eased perceptibly and coal began to move to the city in larger quantities. In its report to the Commission the committee stated that there appeared to be no further cause for anxiety in regard to this winter's supply of coal for the utilities of the city. It acknowledged with appreciation the aid extended by the Commission's Electrical Engineer and by the Secretary of the National Committee on Gas and Electric Service at Washington.

Commissioner Barrett on December 15th discharged the committee with the thanks of the Commission for its effective work.

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CHAPTER IV

REGULATION OF TRANSPORTATION CORPORATIONS

The total number of corporations under the jurisdiction of the Commission during the year 1920 was 103. Of these 79 were operating and 24 lessor companies. They included common carriers, light, heat and power corporations.

Of the total number of corporations the transportation companies numbered 73, divided as follows: Street and electric railroad companies, 58; steam railroads, 11; baggage transfer companies, 2; stage-coach companies, 2.

The street and electric railroad companies operate about 1,900 miles of single track railroad, including subway, elevated and surface railroads. In the operation they use about 13,000 passenger cars. For the fiscal year ended June 30, 1920, they carried 2,364,775,067 passengers, an increase of 284,830,770 passengers, or 13.69 per cent over the previous year. Their total operating revenue for the year was $127,880,161, an increase of more than $17,000,000 over the previous year. Their operating and maintenance expenses were $96,059,605, which was an increase of nearly $22,000,000 over the previous year. The combined net corporate income for all companies showed a deficit of $10,735,399, as against a deficit for the previous year of $8,556,408. The increase in the deficit in the face of a large increase in operating revenue is ascribed to a greater proportionate increase in operating expenses, including large advances in the wages of employes.

The following table shows the operating revenue, expenses, taxes, operating income and net corporate income of these companies for the fiscal year ended June 30th from 1908 to 1920, inclusive:

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ESULTS OF OPERATION OF STREET RAILWAY COMPANIES IN THE FIRST DISTRICT

Years ended June 30, 1908–1920

Fiscal year	Street railway operating revenue	Expenses of maintenance and operation	Taxes, tolls, etc.	Operating income (a)	Net corporate income (b)
1908	$69,026,612	$40,129,956	$4,330,227	$24,566,429	$2,665,764
1909	72,432,715	41,606,428	4,982,677	25,843,609	6,386,037
1910	79,593,910	43,585,932	5,148,324	30,858,654	9,559,816
1911	83,751,415	45,993,964	5,495,881	32,261,570	10,171,074
1912	88,242,144	(c) 47,487,562	5,303,790	34,950,792	12,073,641
1913	92,141,605	(c) 48,244,147	6,095,520	37,801,938	12,229,271
1914	94,155,521	50,117,712	5,895,935	38,141,874	11,849,985
1915	93,644,428	50,324,095	5,811,290	37,509,043	11,501,157
1916	98,628,185	52,038,312	6,238,461	40,351,412	12,352,438
1917	100,185,796	55,960,722	7,185,113	37,039,961	9,457,886
1918	103,499,463	60,699,402	8,232,851	34,567,210	5,266,496
1919	110,198,575	75,985,007	7,907,358	26,306,210	Loss 8,556,408
1920	127,880,161	96,059,605	7,353,877	24,466,679	Loss 10,735,399

(a) Excess of revenue over expenses and taxes.
(b) Balance after interest, rents and other fixed charges.
(c) Does not include depreciation expense reported as income deductions by Third Avenue Railway companies ($180,000 in 1912 and $431,500 in 1913).

Traffic generally showed a healthy increase for the year, as explained in the introduction to this report. All rapid transit lines, that is, subway and elevated railroads, showed increases, as did all of the street railroad lines, with the exception of those in the Borough of Manhattan and in the Borough of Richmond. The following table shows the number of revenue passengers carried by the different lines for the fiscal years ended June 30, 1918, 1919 and 1920:

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STREET RAILWAY TRAFFIC OF NEW YORK CITY, 1918–1920

Number of revenue passengers (cash fares)

	Fiscal year ended June 30 —			Increase* of 1920 over 1919	
	1918	1919	1920	Number	Per cent
Subway and Elevated Lines:					
Interborough Subway..	418,337,666	461,147,058	586,098,633	124,951,575	27.10
Elevated.	352,660,669	348,188,600	369,034,477	20,845,877	5 99
B. R. T. elevated and subway.....	258,167,313	308,879,791	376,782,635	67,902,844	21 98
Hudson and Manhattan tubes.....	76,348,998	86,050,815	92,250,836	6,200,021	7.21
Total.....	1,105,514,646	1,204,266,264	1,424,166,581	219,900,317	18.26
Street Surface Lines in —					
Borough of Manhattan..	371,136,389	370,084,711	348,960,461	D 21,124,250	D 5.71
Borough of The Bronx..	79,917,071	80,806,261	94,141,991	13,335,750	16.50
Borough of Brooklyn....	360,207,555	362,105,288	432,936,227	70,830,959	19.56
Borough of Queens (Excluding B. R. T.).....	43,448,206	46,723,575	49,562,574	2,838,999	6 08
Borough of Richmond...	15,287,922	15,958,198	15,007,233	D 950,965	D5.96
Total.....	869,997,143	875,678,033	940,608,486	64,930,453	7.41
Gr nd total.....	1,975,511,789	2,079,944,297	2,364,775,067	284,830,770	13.69
Population†.....	5,450,299	5,535,724	5,621,151		
Fares per capita.....	362	376	421		

* The prefix D indicates decrease.

† Federal census preliminary total, 1920; estimated for 1918 and 1919 on basis of one-tenth of decennial increase of 854,268.

The per capita use of the street railroads continues to increase, the figure being 421 for the year ended June 30, 1920, as against 376 for the previous fiscal year. As indicating the increased use of the transportation facilities of the city, the following table, showing the traffic by decades from 1860 to 1920 and the traffic each year from 1911 to 1920, is of interest:

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STREET RAILWAY TRAFFIC (INDICATED BY NUMBER OF CASH FARES) IN NEW YORK CITY, 1860–1920

WITH PARTIAL DISTRIBUTION BY BOROUGHS

Year	Street Surface Railways						Rapid transit	Grand total	Per capita
	Manhattan	The Bronx	Brooklyn	Queens (excl. B. R. T.)	Richmond	Total			
1860	38,455,242	.....	12,374,931	.....	.....	50,830,173	.....	50,830,173	43
1870	114,101,539	1,038,014	37,203,281	.....	121,086	152,463,920	.....	152,463,920	103
1880	148,615,107	1,775,485	77,928,395	1,052,380	213,905	229,585,272	60,831,757	290,417,029	152
1890	215,296,648	3,394,726	109,288,647	2,976,185	287,325	331,243,531	237,906,029	569,149,560	218
1900	360,002,672	21,364,690	204,106,397	11,441,751	6,872,856	603,788,366	242,564,692	846,353,058	246
1910	371,165,696	56,524,261	289,308,085	34,430,074	11,712,623	763,140,739	768,122,175	1,531,262,914	321
1920	348,960,461	94,141,991	432,936,227	49,562,574	15,007,233	940,608,486	1,424,166,581	2,364,775,067	421
1911	382,046,845	62,777,966	305,977,350	42,515,629	12,301,757	805,619,547	798,281,850	1,603,901,397	330
1912	395,238,026	67,837,245	322,321,981	45,182,732	12,959,799	843,539,783	837,374,152	1,680,913,935	340
1913	419,722,253	74,702,309	345,987,401	47,463,382	13,568,066	901,443,411	868,433,097	1,769,876,508	352
1914	420,662,533	79,652,133	351,905,284	49,973,696	14,011,414	916,205,060	896,999,296	1,813,204,356	355
1915	415,551,116	81,502,803	354,700,113	52,686,108	14,312,009	918,752,149	888,880,577	1,807,632,726	348
1916	427,373,847	84,535,737	363,630,177	54,167,403	14,884,534	944,591,698	954,143,917	1,898,735,615	360
1917	349,788,114	71,153,030	373,079,651	50,906,681	15,238,157	860,165,633	1,058,646,596	1,918,812,229	358
1918	371,136,389	79,917,071	360,207,555	43,448,206	15,287,922	869,997,143	1,105,514,646	1,975,511,789	362
1919	370,084,711	80,806,261	362,105,288	46,723,575	15,958,198	875,678,033	1,204,266,264	2,079,944,297	376
1920	348,960,461	94,141,991	432,936,227	49,562,574	15,007,233	940,608,486	1,424,166,581	2,364,775,067	421

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Deferred Maintenance

Deterioration or deferred maintenance of the street railway companies, operating within this district, has continued during the past year and has assumed an alarming aspect. Unless the companies soon procure the money to have the necessary up-keep work done, there will be an increase in the number of accidents and a further decrease in service.

The Electrical Engineer of the Commission estimated that the amount of deferred maintenance on the lines of the principal operating companies, including rapid transit and surface lines, is $10,945,091. This is an increase of $4,134,091 over last year. In other words, the companies have been unable to provide, in a number of cases, the necessary money to properly maintain their equipment.

The amount stated above should be immediately available for repair and maintenance work. As wear and tear go on, this delayed maintenance is constantly accumulating and will continue to accumulate, although the companies are trying to keep their equipment in a safe operating condition. Property which has not been properly maintained will naturally deteriorate more quickly than that which has been given adequate maintenance. Not only does this involve a high operating cost, but the question arises as to how much longer the companies can continue to operate without adequate maintenance.

If the work is deferred too long, there will come a time when the cost to put the present equipment in first-class condition will approach the cost of buying new equipment. Such conditions exist now, practically, on all the lines operating in Queens county, as well as certain lines in Richmond and other boroughs. Such replacements cannot be financed as new capital because it is properly chargeable to deferred maintenance, even though the companies should be in a position to raise the money.

The following table gives the figures estimated at present of removing deferred maintenance from the companies named. The estimates must be regarded as approximate only:

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ESTIMATED DEFERRED MAINTENANCE OF STREET RAILWAY CORPORATIONS AS OF JANUARY 1, 1920

Brooklyn Rapid Transit System	$4,292,399
New York Railways Company	734,513
Third Avenue Railway System	2,891,356
New York and Queens County Railway Company	820,403
Second Avenue Railroad Company	254,521
New York and Long Island Traction Company	100,833
Long Island Electric Railway Company	57,481
Manhattan and Queens Traction Corporation	131,830
New York and Harlem Railroad Company	254,336
Ninth Avenue Railroad Company	487,575
Eighth Avenue Railroad Company	46,832
Manhattan Bridge Three Cent Line	750
Ocean Electric Railway Company	5,412
New York and North Shore Traction Company	75,938
Van Brunt Street and Erie Basin Railroad Co.	3,981
Bush Terminal Railroad Company	926
Staten Island Lines	534,668
Marine Railway Company	2,952
Interborough Rapid Transit Company	118,800
New York Consolidated Railroad Company	129,585
Total	$10,945,091

The transit system of New York City has expanded with the growth of the city during the thirteen years the Public Service Commission has been in existence. The number of operating street railroad companies has increased from 29 in 1908 to 40 in 1920. The revenue from passenger fares, which was $67,126,-122 for the fiscal year ended June 30, 1908, has grown to $118,-886,957 for the fiscal year ended June 30, 1920.

The following tables give a comparative summary of street railway operations for each year from July 1, 1907, to June 30, 1920:

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COMPARATIVE SUMMARY OF STREET RAILWAY OPERATIONS FOR EACH YEAR, JULY 1, 1907, TO JUNE 30, 1920

(Includes all companies operating surface, elevated or underground lines in the City of New York, with the exception of the Yonkers Railroad Company. Statistics applicable to a single date refer to June 30, the close of the fiscal year.)

ITEM	1908	1909	1910	1911	1912	1913
Operating companies	29	33	34	36	36	36
Length of line (miles)	739	749	767	795	802	807
Length of all tracks (miles)	1,541	1,561	1,595	1,646	1,666	1,685
Passenger cars	10,986	11,356	11,344	11,617	11,685	11,674
Officers and employees	40,501	36,800	37,339	39,937	39,275	40,713
Total salaries and wages	——	$26,049,275	$26,990,702	$28,632,580	$29,081,591	$29,580,054
Passenger car miles (active)	*271,924,024	*270,394,665	280,200,140	295,943,623	309,168,327	311,474,273
Increase per cent	8.33	Decr. 0.57	3.62	5.62	4.47	0.75
Revenue car miles	272,778,412	271,021,217	285,007,367	301,183,382	315,774,404	318,395,376
Number of transfer points	1,277	1,078	1,084	1,153	1,181	1,219
Transfers collected	359,827,602	314,340,221	327,410,218	318,902,033	333,787,138	338,223,257
Passenger fares — number	1,358,000,407	1,402,417,642	1,531,262,914	1,603,901,397	1,680,913,935	1,769,876,508
Daily average	3,710,384	3,842,240	4,195,241	4,394,250	4,592,661	4,848,977
Passenger fares — amount	$67,126,122	$69,592,489	$75,973,728	$79,561,934	$83,684,799	$87,718,359
Increase per cent	3.03	3.67	9.17	4.72	5.18	4.82
Total transportation revenue	$67,579,182	$69,979,963	$76,384,609	$80,097,804	$84,275,274	$88,353,274
Total operating revenue	69,026,613	72,282,014	79,593,910	83,751,415	88,242,144	92,141,605
Total operating expenses	42,348,236	42,778,270	43,586,932	45,993,964	47,487,562	48,244,147
Increase per cent	15.72	1.02	1.89	5.52	3.25	1.59
Per cent of revenue	61.35	59.18	54.76	54.92	53.82	52.36
Taxes	$4,340,228	$4,992,677	$5,148,324	$5,495,881	$5,803,790	$6,095,520
Street railway operating income	22,338,149	24,511,067	30,858,654	32,261,570	34,950,792	37,801,938
Other income	1,714,600	1,951,433	1,964,943	2,101,693	3,775,967	3,768,925
Gross income applicable to corporate and leased properties	24,052,749	26,462,500	32,823,597	34,363,263	38,726,759	41,570,863
Interest, rents, etc	21,386,984	†20,102,035	23,263,781	24,192,189	26,653,118	29,341,592
Net corporate income	2,665,765	6,360,465	9,559,816	10,171,074	12,073,641	12,229,271
Increase per cent	——	138.6	50.30	6.39	18.71	1.29
Accumulated surplus	—10,271,726	†4,794,488	9,865,527	14,855,186	12,700,000	17,239,496
Per revenue car mile (cents):						
Operating revenue	25.31	26.67	27.93	27.81	27.95	28.94
Operating expenses	15.52	15.78	15.29	15.27	15.04	15.15
Net revenue before taxes, etc	9.79	10.89	12.64	12.54	12.91	13.79

* Includes mileage of special or chartered cars and mileage of regular cars between car houses and initial route terminal ("idle mileage") excluded in other years.

† Insolvency and default of interest by Manhattan surface companies explain reduction in fixed charges in 1909. The deficit of 1908 was changed to a surplus when the insolvent New York City Railway Company, which owned railway property in Westchester county, but none in New York City, abandoned the lease of the Metropolitan Street Railway and ceased to report. Its deficit amounted to more than $12,000,000.

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COMPARATIVE SUMMARY OF STREET RAILWAY OPERATIONS FOR EACH YEAR, JULY 1, 1907, TO JUNE 30, 1920 — *Concluded*

(Includes all companies operating surface, elevated or underground lines in the City of New York, with the exception of the Yonkers Railroad Company. Statistics applicable to a single date refer to June 30, the close of the fiscal year.)

ITEM	1914	1915	1916	1917	1918	1919	1920 Provisional
Operating companies	36	36	36	36	36	36	*40
Length of line (miles)	812	822	827	852	861	875	880
Length of all tracks (miles)	1,706	1,730	1,776	1,840	1,866	1,930	†1,945
Passenger cars	11,895	11,885	12,418	12,583	12,776	13,003	13,100
Officers and employees	39,588	40,936	40,478	45,702	44,851	44,054	Est. 43,000
Total salaries and wages	$31,505,529	$32,770,410	$34,163,166	$35,589,541	$44,671,770	$56,758,466	$69,900 00
Passenger car miles (active)	312,860,190	318,973,588	328,585,401	321,438,668	322,957,221	334,994,989	337,044,191
Increase per cent	0.45	1.96	3.01	Decr. 2.17	0.47	3.73	0.61
Revenue car miles	320,348,388	326,709,172	335,986,610	328,208,948	329,538,714	341,398,996	343,866,707
Transfers collected	345,281,963	359,048,154	364,219,050	327,753,016	320,419,738	294,397,790	147,574,268
Passenger fares — number	1,813,204,356	1,807,632,726	1,898,735,615	1,918,812,229	1,975,511,789	2,079,944,297	2,364,775,067
Daily average	4,967,683	4,952,418	5,187,802	5,257,020	5,412,361	5,698,478	6,461,134
Passenger fares — amount	$89,361,262	$88,783,012	$93,176,216	$94,550,916	$77,394,224	$103,209,173	$118,886,957
Increase per cent	1.87	Decr. 0.65	4.95	1.48	3.01	5.97	15.19
Total transportation revenue	$90,086,452	$89,535,399	$93,791,891	$95,202,877	$97,940,168	$103,919,767	$119,685,074
Total operating revenue	94,155,521	93,644,428	98,628,185	100,185,796	103,499,463	110,198,575	127,880,161
Total operating expenses	50,117,712	50,324,095	52,038,312	55,960,722	60,699,401	75,985,007	96,059,605
Increase per cent	3.88	0.41	3.41	7.54	8.46	25.18	26.42
Per cent of revenue	53.22	53.74	52.76	55.86	58.64	68.95	75.12
Taxes	$5,895,935	$5,811,290	$6,238,461	$7,185,113	$8,232,851	$7,907,358	$7,353,877
Street railway operating income	38,141,874	37,509,043	40,351,412	37,039,961	34,567,210	26,306,210	24,466,679
Other income	4,115,719	4,312,452	4,381,510	4,241,865	4,188,839	4,197,793	6,261,876
Gross income applicable to corporate and leased properties	42,257,593	41,821,496	44,732,922	41,281,826	38,756,050	30,504,003	30,728,555
Interests, rents, etc.	30,407,608	30,320,339	32,380,484	31,823,940	33,489,554	39,060,411	41,463,954
Net corporate income	11,849,985	11,501,157	12,352,438	9,457,886	5,266,496	Def. 8,556,408	Def. 10,735,399
Increase per cent	Decr. 3.10	Decr. 2.95	7.40	Decr. 23.43	D 44.32	D 262.47	D 25.47
Accumulated surplus	$18,855,173	$18,684,385	$19,724,966	$14,676,495	$12,735,625	Def. $2,106,251	Def. $5,708,962
Per revenue car mile (cents):							
Operating revenue	29.39	28.66	29.36	30.53	31.41	32.28	37.19
Operating expenses	15.64	15.40	15.49	17.05	18.42	22.26	27.94
Net revenue before taxes, etc.	13.75	13.26	13.87	13.48	12.99	10.02	9.25

* Includes four companies which had ceased operation before the end of the year.
† Includes track owned (75 miles) by four companies that discontinued operation within the year.

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Street Railroad Service and Facilities

The Commission keeps informed of conditions upon the various transportation lines of the city through its Transit Bureau, which is in charge of a chief who supervises the work of 35 inspectors. This bureau investigates all complaints received by the Commission against railroad and street railroad companies, and endeavors to bring about satisfaction of such complaints when well founded. This is done informally through correspondence and gratifying results have been reached. In cases where it is impossible to settle complaints by this method and where the complainant shows good cause, the Commission orders formal hearings and the complaint then becomes a case.

The Transit Bureau also makes original investigations of all transportation lines and its inspectors report to the Commission any situation which calls for relief. Upon such reports the Commission takes up the matter with the companies and if the desired improvement is not obtained by informal correspondence, the questions at issue are brought out in formal hearings. In this way improvements of service and facilities are made during the year and causes for complaint removed as far as possible.

BOROUGHS OF MANHATTAN AND THE BRONX

Interborough Rapid Transit Company.— Important changes in the service operated by this company occurred at various times throughout the year, in part caused by the opening of new lines or parts of lines, and in part on account of orders and directions issued by the Commission as a result of its studies in relation to service requirements.

The additions to lines in operation included the Eastern Parkway subway and its Nostrand Avenue branch in Brooklyn, a part of the Pelham Bay Park branch of the Lexington Avenue subway, and the Webster Avenue extension of the Third Avenue Elevated Line. The Eastern Parkway subway, which is a four-track underground extension of the Interborough line in Brooklyn, runs from Atlantic avenue out Flatbush avenue, to Eastern Parkway and thence to Buffalo avenue. It was opened on August 22d from the former terminus at Atlantic avenue to Utica

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avenue, and a part of the two-track elevated branch of the same line, on Livonia avenue from Buffalo avenue eastward to Junius street, was opened on Monday, November 22d. The remainder of the Livonia Avenue branch to New Lots road is nearing completion.

On the same day that the main stem of the Eastern Parkway Line was opened, the Nostrand Avenue subway branch of that line, extending to Flatbush avenue, was also placed in service. The opening of the subway portion of the Eastern Parkway and the Nostrand Avenue routes was of material benefit to the residents in the areas traversed by these lines, and was of particular moment to the traveling public of Brooklyn, in view of the fact that the great Brooklyn street railroad strike occurred less than a week later, thousands of persons being carried to and from their destination by the Interborough lines during the general cessation of operation on practically all B. R. T. routes.

The elevated portion of the Pelham Bay Park branch of the Lexington Avenue subway was placed in service as far as 177th street from the terminus of previous operation — Hunts Point road — on May 30, 1920. On October 24th the operation of trains was extended to Westchester square. The remainder of the line, extending to Pelham Bay Park, was opened in December.

The Webster Avenue extension of the Third Avenue Elevated Line was opened on October 4th, establishing a connection between the former terminus of the Third Avenue Elevated Line at Bronx Park and the White Plains Road extension of the first subway. It extends via Webster avenue and Gun Hill road through a territory not previously served by a rapid transit route. Traffic on this line has already grown to such an extent that increases in the amount of service have been required of the operating company.

As a result of its investigation over a period of several months the Commission, on March 20, 1920, issued Order "E" in its formal Case No. 2311, directing the Interborough to operate a certain number of trains on the East and West Side subway trunk lines during rush and non-rush hours on week days. This order called for the operation of ten-car trains, the longest that can be operated, throughout the day. At the time this order was

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drafted it was believed it would provide service to meet probable requirements for a long time. Traffic, however, is shown to be growing so rapidly that additional cars and more service will seemingly be necessary in the near future. In addition to the extra service called for by Order "E," increases were made in the number of trains operated and reduction in headways was effected on several other lines, notably on the Jerome Avenue branch of the Lexington Avenue subway and the Queensboro subway. On the route last named, by the provisions of Order "C" in Case No. 2311, the company was directed to and did install six-car trains on a four-minute headway in place of five-car trains on a four-minute headway. A material reduction in congestion was the immediate result. By direction of the Commission service on the West Side subway was increased between noon and 3 P. M. on Saturdays, providing practically a rush-hour service in those hours. Saturday evening and early Sunday morning service on the Third Avenue Elevated Line was increased as a result of negotiations by the Commission, by the addition of 34 cars. Additional service increases have been made on the Sixth Avenue Elevated Line, and the Commission has taken up with the company the indicated need of further increases on the Sixth Avenue Line, and, in the morning rush hour, express service on the Ninth Avenue Elevated Line.

New York Railways Company.— On March 6, 1920, by order of the Court, the Receiver of the New York Railways Company ceased operation over the Williamsburg bridge to Brooklyn, terminating all service on the 14th Street Crosstown Line, the 8th Street Crosstown Line and the 8th Street–Seventh Avenue Crosstown Line on the Manhattan side of the bridge. The Court held that the operation across the bridge was unwarranted, on account of the great cost. During the year the company resumed operation of a portion of the Spring Street Line between Broadway and Lewis street. This line was one of several operated by storage battery cars, which suspended operation during 1919.

New York and Harlem Railroad Company.— By a court order to the Receiver of the New York Railways Company, the latter returned to the New York and Harlem Railroad Company, on February 1, 1920, the lines operated on Fourth and Madison

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avenues and crosstown on 86th street. The reversion of this leased route to its owners caused the operation of the Fourth and Madison Avenue–Brooklyn Line to be eliminated, and had the effect of cutting out practically every transfer between the Fourth and Madison Avenue Line and the lines of other companies, with the exception of certain restricted transfer privileges at 23d street and 34th street, Manhattan. The New York and Harlem Company, however, after assuming operation of its Fourth and Madison Avenue Line, inaugurated a new and much needed short-line service between the post-office and Grand Central station.

Ninth Avenue Railroad Company.— This company was segregated from the New York Railways System in 1919, and has since been separately operated. Some improvements have been made in the service during the year, and changes have been made in the equipment and facilities.

Third Avenue Railway System.— Improvements put into effect by this company during the past year included extensions of service on the Kingsbridge, Broadway, and Broadway–145th Street Line, with increases of 32 and 37 per cent, respectively, in service on the Post-Office and Grand Street Lines; restoration of service from Hancock place to Fort Lee ferry on the 110th Street Line.

On the lines of the Union Railway Company, included in the same system, increases were made in the service of the Tremont Avenue Line, the 207th Street Crosstown Line, the 163d Street Crosstown Line, the White Plains Avenue Line, the Willis Avenue Line and the Southern Boulevard Line. Changes were made in the operating route of the Sedgwick Avenue Line, providing additional facilities for passengers using that route.

BOROUGH OF BROOKLYN

Brooklyn Rapid Transit System.— The opening of certain portions of the new lines of the Dual System of rapid transit allocated to the New York Consolidated Railroad Company, one of the B. R. T. subsidiary corporations, for operation, brought an important measure of relief to traffic conditions in Brooklyn during 1920.

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On May 1st, through operation on the reconstructed Culver Line between Coney Island and Park Row was inaugurated. With the beginning of such through service a universal 5-cent fare to and from Coney Island on elevated and subway lines became effective, as provided in the Dual System contracts. The through operation resulted in a demand, which was met, for increase in the service on the Culver Line; the car consist of trains in evening rush hours being increased from three and four cars to four and five cars.

The most important changes in operation, however, were due to the opening, on August 1st, of the Montague Street tunnel route between Manhattan and Brooklyn and the 60th Street tunnel route between Manhattan and Queens. By the opening of these tunnels and the reconstructed Brighton Line, through service was inaugurated between Queens Plaza station, Long Island City, and Coney Island.

The Brighton Line was formerly operated in connection with the Fulton Street Line, Brooklyn, wooden cars being used. The new service provided for a wooden car local service, together with an express service of steel cars operated over the reconstructed line through the two-track Brighton connecting subway, so called, past the DeKalb Avenue station, where connection is possible with all other trains of the B. R. T. Company's subway system, and thence into Manhattan through the Montague Street tunnel connection at Whitehall street with the Broadway, Manhattan, subway, opened two years ago. The running time between Manhattan and points on the Brighton Beach Line was reduced by from five to ten minutes or more in rush hours.

The opening of the 60th Street tunnel line to Queensboro Bridge Plaza makes central Manhattan much more accessible to Queens passengers. A considerable measure of relief was also provided for passengers using the Fulton Street Elevated Line in Brooklyn, and the diversion of the Brighton service to the new route provided opportunity for the operation of several additional passenger trains and also of longer trains on the Fulton Street Line. The Brighton Line, which had formerly operated

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no further than West 8th street, was operated through to Stillwell avenue.

Mid-day service was increased during the year on the Sea Beach and West End Lines, and upon the opening of the Montague Street tunnel route a new and additional rush hour service via the West End Line was installed. On the Fourth Avenue–86th Street Line non-rush hour service was increased, and at the opening of the new tunnel routes all trains of this line were re-routed from Chambers street into the Broadway subway, with termini at 59th street or Long Island City, and at 86th street, Brooklyn.

Many changes and improvements were made in the rush-hour service on lines operating over the Broadway, Brooklyn, elevated route. On the Broadway–Jamacia Line the installation of what is believed to be the longest non-stop rapid transit express service in New York, namely, between Chambers street, Manhattan, and Eastern Parkway station (East New York) in Brooklyn was effected. A non-stop express service between Essex street, Manhattan, and Eastern Parkway is also now operated on the Broadway–Canarsie Line and non-stop express service between the Bowery and Myrtle avenue on the Broadway–Myrtle Avenue Line. These changes were recommended by the Commission, as was further rearrangement of local service on the Broadway Line by which the terminus of such service was extended from Eastern Parkway to Atlantic Avenue station, markedly relieving congestion.

It was also possible further to improve the headway on the Broadway–Jamaica and other lines operating out of the Chambers Street terminal at the time the Fourth avenue trains were diverted via the Montague Street Tunnel Line into the Broadway subway. Physical conditions at Sutter Avenue and Eastern Parkway stations were also materially improved, and at Marcy Avenue station two additional stairways were constructed for the relief of very serious conditions of overcrowding.

In addition to the improvement previously referred to, which was made possible on the Fulton Street Line when the Brighton Beach lines were eliminated from that route during the summer months for the convenience of beach-bound passengers, a special

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shuttle service was installed between East New York and Franklin avenue. At the direction of the Commission, cars were added to trains in the mid-day service on the Myrtle Avenue and Lexington Avenue Elevated lines, and six cars have been substituted for five upon trains on the latter line, in rush hours.

Some of the improvements in service upon the surface lines of the B. R. T. system during 1920 included:

New short-line service on the Bergen Street Line; through operation to Fort Hamilton and improved service through the industrial section of lower Brooklyn on Fifth Avenue Line; through operation to 20th Street on 15th Street Line; improved headways and increase in service on Smith Street Line; installation of new Park Slope Line; additional morning and evening rush-hour service on Park Avenue Line; additional service on Seventh Avenue Line; increased number of stops on West End (surface) Line; additional stop on Jamaica Avenue Line; regular headways installed on Utica Avenue Shuttle Line; increase of 16 per cent in trips in morning, and 17 per cent in trips in evening rush hour on DeKalb Avenue Line.

Following the serious railroad strike in Brooklyn, in August, the company did not resume the operation of several lines. The Commission attempted to enforce operation of these routes, but was prevented by injunction obtained by the company. The Commission by negotiation, however, brought about the partial resumption of operation of the Metropolitan Avenue and Ocean Avenue lines.

Brooklyn City Railroad Company.— Evening rush-hour service on Nostrand Avenue Line supplemented by 12 per cent increase in trips; morning and evening rush-hour service increased 8 and 11 per cent respectively on Graham Avenue Line; 13 per cent increase in service on Greene and Gates Avenue Line; morning rush-hour service on Grand Street Line increased by 9 per cent.

BOROUGH OF QUEENS

The New York and North Shore Traction Company ceased operating all its lines on May 3, 1920, because of inability to meet operating expenses and overhead charges. The company had lines extending from Flushing eastward through Little Neck

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Nassau county, and northward from Flushing to Whitestone. s understood that the company plans to sell its property and ndon its route, provided a sufficient sum can be obtained.

he Manhattan and Queens Traction Corporation was seriously cted by a strike of its employees last summer, and service was pended from August 13 to September 19, 1920. In August, 9, the receivers of this company had petitioned the Commis- for permission to establish two zones with a separate fare each, one zone extending from Manhattan to Elmhurst, ents, and a second zone, from Elmhurst to Jamaica, 8 cents, a total 13-cent fare. The Commission was prevented from ng any action on this application by a writ of prohibition ained by the City of New York. The case was taken to the her courts and in July of this year the Court of Appeals ded that the Commission had jurisdiction to establish the s of fare. In December the Commission authorized the blishment of the two zones first petitioned for, but at a 5-cent for each zone. The case is reviewed in full elsewhere in report.

BOROUGH OF RICHMOND

On January 10, 1920, Jacob Brenner was appointed receiver the lines of the *Staten Island Midland Railway Company,* on Monday, January 19, 1920, lines of this company ceased rating. These lines were the Port Richmond–Concord Line, nor Road Line, Richmond Line, Midland Beach Shuttle Line, (part) Silver Lake Line. Several attempts were made dur- the year to work out a plan by which the road could be re- ned and service restored; a bus service established by the city ving insufficient to handle the traffic, and many of the pas- gers being unable to provide for themselves other methods of nsportation. The City of New York, through the Commis- ner of Plant and Structures, following an agreement between Board of Estimate and Apportionment and the Receiver of the road company, made arrangements to lease the lines of the ten Island Midland Company and to operate them as munici- lines. For such purpose twenty-eight safety or one-man cars e purchased by the city and the new operation was begun on ember 1st.

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On April 27, 1920, the lines of the *Richmond Light and Railroad Company* were placed in the hands of John J. Kuhn as receiver, but operation has continued, owing to the grant of an 8-cent fare by the Public Service Commission.

Steam Railroads

Long Island Railroad Company.—Reference was made in the last annual report to the heavy increase in travel on the lines of the Long Island Railroad Company. During the past year this increase has continued and officials of the company have experienced considerable difficulty in providing facilities to take care of the rapid growth. The Commission worked out with the company a method of allocating the cars in greatest percentage to the lines bearing the heaviest loads. In addition, the company has purchased 100 new cars by order of the Commission, and more cars are urgently needed. The company contracted for seventy cars for electric service in 1919, and thirty cars for steam service. The first of the electric cars were delivered in August, and all by the end of November. Some are in service. It is believed that all will be in use by the beginning of 1921, or shortly thereafter. The thirty coaches purchased for steam service have not yet been received. The placing of new electric service cars upon the rails as soon as equipped has enabled the company to improve its express service to and from the Pennsylvania station and Flatbush avenue, and the heavy overloading to and from these terminals which characterized the rush hours of last winter has been reduced. Either by direction of or at the request of the Commission the company has restored abandoned train service in some instances, has arranged to make additional stops of several trains in others, and has made several station and platform changes to add to the comfort and convenience of its patrons.

Staten Island Rapid Transit Railway Company.—Additional week-day service on the North Shore division and improved Sunday service on the main lines of the South Beach divisions were put in effect at the request of the Commission, and bad sanitary conditions on trains and at certain stations were corrected.

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Vew York Connecting Railroad Company.— Changes were de in the methods of operation of freight trains so as to reduce oke and noise to a minimum.

Vew York Central Railroad Company.— Increases were made the service of the Harlem division during rush hours, and nges for the convenience of patrons were made at Grand Cen- Terminal and other stations.

Vew York, Westchester and Boston Railway Company.— ufficient platform facilities at the 180th Street station, which an important transfer point, were made the subject of an estigation by the Commission and directions were issued for an itional waiting-room on the northbound platform, for which k a contract has already been let. Ventilators and heaters e installed in the existing waiting-rooms on the platforms of station.

ELECTRIFICATION RECOMMENDED

'or several years transportation conditions in Richmond ough (Staten Island) have become less and less adequate to t the needs of that community, as the population has steadily inued to increase. Only a few years ago Staten Island was llection or aggregation of small villages, served, as far passenger service is concerned, by two lines of steam oads, later combined into one, with some horse-car service the early days, which later became electric-car service. steam railroads have continued to function, but less and less factorily, no comprehensive scheme being proposed nor plan ed out to render these lines of more use to the community h, as it grew, took on the character of a great suburban dis- , former village lines largely having been wiped out and a t proportion of the island having grown into a single con- ed settlement. Improvements were made in the street rail- or trolley lines from time to time, new lines were built and ities added, but again not synchronizing with the great growth opulation.

uring the period of the war great shipbuilding interests were ed on Staten Island, and to and from these yards there were ed daily thousands upon thousands of ship workers. A

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great many, if not all of these workers, came from outside the Borough of Richmond. Many were hauled to and from the plants by the steam railroad lines; others utilized the trolleys, which within a short time proved totally inadequate for the tremendous traffic offering. The trolley companies were all practically held by franchise or other contracts to a 5-cent fare and, the costs of operation having materially increased, stated to the Commission that they were unable to provide the necessary additional cars and facilities to transport the ship workers. In this connection it should be stated that the Commission received repeated requests from the shipping authorities of the government for its aid and co-operation in bringing about improvement in the transportation conditions from the standpoint of the shipyard officials and employees. The Commission was able to assist in this matter, and a plan was finally worked out by which the United States Shipping Board arranged for the purchase or rental of cars which were placed in this service. This move was a temporary expedient during the war. With the close of the war and the letting down of the shipbuilding work there was shown to have grown up a tremendous increase in the local traffic of these lines. Costs of operation had again increased, the companies found themselves in financial straits and eventually both the trolley lines went into the hands of receivers, and the operation of one, the Staten Island Midland Railway Company, ceased altogether on January 19, 1920, and has not been generally operated since by the company, although the City of New York has purchased cars and is operating these lines under an agreement with the Receiver.

Commissioner Nixon made every possible effort to prevent the discontinuance of operation of these lines, and appointed a committee of citizens, following hearings held in Staten Island, to take up the matter with the Board of Estimate and Apportionment in an effort to obtain a modification of the franchise which would give the company the right to charge such a fare as would cover operating and other expenses. The Board of Estimate refused to grant this relief, however, and the company, as stated, suspended operation on January 19th, leaving the residents of a large section of Staten Island without transportation facilities other than those provided by the irregular and largely inefficient bus service.

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Commissioner Nixon decided upon a general investigation of the transportation situation on Staten Island, and called upon Mr. R. H. Nexsen, the electrical engineer of the Commission, for a report as to the practicability of the electrification of the system of the Staten Island Rapid Transit Railway Company, which has been operated as a steam railroad. In a report submitted to Commissioner Nixon on March 15th, the electrical engineer pointed out that he had prepared two estimates, one covering the complete electrification of the existing lines, and the other including the necessary items of electrification, with the exception that power be purchased and supplied to the company from some outside source. This system has a road approximately twenty-three miles in length, with about forty-five miles of track. The stations are at frequent intervals and traffic is heavy.

The engineer assumed, under the plan proposed, that a maximum schedule of eighty-five or ninety cars operated in multiple-unit trains would be necessary after electrification, as with the change there would probably be an increase in the number of passengers carried. The electrical engineer recommended a type of car similar to the large steel cars operated upon the subway and certain of the elevated lines of the B. R. T. system, with a seating capacity of ninety-eight. The seating capacity of the present equipment of this company is only fifty-three.

A further reason for the recommendation of this type of equipment was based on the expectation that at some future time a physical connection will be made between the existing B. R. T. subway lines and the railroads in Staten Island, with an operating agreement which would be of mutual benefit to both companies as well as to the traveling public and the City of New York. It was also pointed out that in the general characteristics of the electrical equipment included in the estimates such a joint operation and the interchange of equipment and power between the two systems would become possible.

The Staten Island Rapid Transit Railway is owned by the Baltimore and Ohio railroad, which uses some tracks for the transportation of large quantities of freight handled at waterside terminals along the Staten Island shore. The engineer, however, did not include the question of the electrification of the freight

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and terminal yards of the Baltimore and Ohio Company, consisting of about 50 miles of tracks. He stated, however, that the use of a 650-volt direct current, which he had considered as a propulsion medium for the steam railroad lines, if electrified, could also be utilized for the operation of the freight yard tracks. In brief, the report of the engineer considered the tentative location of power and substations, three of the latter and one central station, which, it was estimated, would meet the requirements in this respect. A duplicate high-tension transmission line of overhead type was recommended, in order to prevent unnecessary interruption of service through equipment failure.

New automatic block signals would be required, with electromechanical interlocking switch plant. As to the tracks, the engineer estimated that one mile of new track construction would be necessary, and rerailing of 23 miles of track with 90-pound rail, with some reballasting and other construction work.

The plan also included the construction of a new terminal at St. George, in order to simplify the platform, train movement and passenger control. New stations were provided in the scheme at Port Richmond and Mariners Harbor, and the station platforms were to be lengthened and modified at the several stations along the line in order to accommodate the new type of equipment.

Including these several elements, the engineer made the following estimates:

Estimate 1.— This scheme contemplates the complete electrification of the existing lines, using a 650-volt direct-current third rail, from which a propulsion current is taken for operating multiple-unit trains, together with the substations, transmission lines, power stations and other necessary equipment — total cost of electrification, $13,338,662.

Estimate 2.— This estimate includes the same items outlined in Estimate 1, except that since the power would be purchased from an outside source, no power station was included — total cost of electrification, $8,380,247.

The engineer made certain comparisons as to cost of operation of the existing road with the cost of operation of the New York Consolidated Railroad Company, from which the following deductions were drawn:

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1. For the same operating expense, it is probable that very ch improved service could be rendered on the lines of the ten Island Railway Company if these lines were operated elec- ally rather than by steam locomotives.

2. Such betterment of service would almost surely result in apid acceleration in population growth in Staten Island along lines of this company, which would in turn make possible reased revenues for the company and better service for the veling public.

3. The provision of better transportation facilities in Staten nd will almost surely result in a great increase in the resident ulation, which will cause land values on the island to increase siderably, and should also result in the development of a ding and shipping district, which would help to relieve the gestion of the present shipping facilities of the harbor. Land ues resulting from both these causes would mean a very wel- e increase in revenue accruing to the city from taxes and rf rentals. The development of the residence districts would tend to relieve the congested housing conditions in Manhat- and the lower part of Brooklyn. For these reasons it is eved that a further study of the proposed transportation system Staten Island is advisable.

n a supplementary report to Commissioner Nixon the engineer nished general data concerning Staten Island transportation litions as considered in connection with the scheme of elec- cation. In this report attention was given to the various sportation facilities of the island. The population density Staten Island he estimated at about 3.6 per acre, as against average density of population in the Borough of Manhattan bout 29 per acre. Consideration was also given to the con- t increase in traffic and to the fact that the Staten Island s do not possess sufficient equipment to increase the service that now given, which shows marked congestion in the -hour periods. Attention was also paid in this report to the that under the plans for the development of Staten Island, aid out by the city authorities, a tremendous increase in rfage districts, and consequently in freight traffic, may be cted in the future. If this estimate is borne out, the engineer d in his second report that it will be necessary to add materially

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to the existing tracks, new tracks being required on both the north and east shore divisions.

The engineer stated that if serious consideration is to be given to a comprehensive, self-contained rapid transit system for Staten Island under existing conditions, the following steps are necessary to bring about its development. These steps were outlined as follows:

1. An interborough connection, by tunnel or other means, with Brooklyn or Manhattan, preferably Brooklyn, which will provide the necessary connecting link with the existing rapid transit lines of the city.

2. The electrification of the existing rapid transit lines on Staten Island.

3. Additional tracks to be provided on the north and east shore divisions of the existing lines.

4. The elimination of grade crossings when additional tracks are provided on the north and east shore divisions.

5. The construction of a new terminal at St. George to provide better accommodations than are now afforded and one which can be readily used for the transfer of passengers when the interborough connection is made with the city rapid transit lines.

6. The construction of a line between Tottenville and Arlington on the west shore and the development of belt line operation.

7. The extension of trolley or bus lines in the interior of the island as feeders to the completed Belt Line System.

8. The construction of a mid-island rapid transit line in a general southwesterly direction from Tompkinsville.

The engineer further stated that the completion of electrification of the Staten Island Rapid Transit lines would provide for an increased and greatly improved service, upon which, as economic conditions improved, a 5-cent fare would be possible, except for a few of the outlying stations where the long haul would probably compel a higher rate. Assuming that a tunnel would be built under the Narrows between Brooklyn and Staten Island, the engineer stated in his report, such a connection would immediately give those who live within reach of the Staten Island lines access to the business sections of Brooklyn and Manhattan. The express train time from St. George or Stapleton would

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be approximately thirty minutes to the Municipal Building in Manhattan. Trains would run more frequently than the existing ferry-boats between Manhattan and Staten Island; the fare would not be as high as the combined railroad and ferry fares; there would not be the delays due to water-front traffic which are now encountered by the ferry-boats, and the running time would compare favorably with similar service on existing rapid transit lines. For through service to Manhattan the fare would probably have to be 10 cents from most stations.

In conclusion, the engineer pointed out that the interior of Staten Island is relatively sparsely settled, and that consideration can be given at the present time only to rapid transit lines which will skirt the shores and tap the more thickly settled portions of the island, with busses or trolley lines utilized as feeders from the interior to the rapid transit lines along the margin of the island.

This report has been given consideration, and it is hoped that as financial conditions improve, the company will be able to find a way to finance the improvement itself, or the city to undertake an arrangement by which control and operation of these lines should pass to it, and the improvement be made and the road operated as a part of the Dual Rapid Transit System.

Freight Congestion Relief

Previous reports of this Commission to the Legislature have indicated in more or less detail the participation of the Commission in the work of relieving freight congestion through the medium of the Freight Congestion Committee, appointed during the emergency of the war. In 1918, as is well known, the glut of freight about the port of New York became so serious that at times it was feared the work of carrying forward the war activities might be seriously impeded. In addition, the transmission of freight for local needs was even more seriously interfered with, as war requirements had first call upon all shipments.

The situation, however, continued to improve during the latter part of 1918 and throughout 1919 until, particularly in the latter part of 1919, the freight movement, with the exception of a few classes of freight, was approximating normal and it appeared

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that with the passing of the winter of 1919–1920 the advent of normal conditions could be expected.

At the beginning of April, 1920, Federal control of railroads was relinquished and the roads were returned to private ownership. Freight traffic conditions were much improved at that time, with the exception that an abnormal amount of freight was being moved generally throughout the country. With this condition prevailing, and also with a certain amount of confusion caused by the return of the roads to corporate control, the railroads were plunged into a tremendous strike of employees, beginning with a strike of switchmen. On April 3, 1920, the marine workers, yard crews, a large majority of the trainmen and freight handlers of the railroads operating into the port of New York, together with the coastwise steamship companies docking at New York, left their work, demanding increases in pay.

After a few days the strike resulted in a substantial paralysis of railroad and shipping traffic, the situation becoming so critical at one time that it was feared a serious shortage of food products might occur in New York. The strike assumed such proportions and congestion of freight in railroad terminals became so great that the carriers generally sought the aid of the Interstate Commerce Commission early in May, with the request that it exercise its full authority to remedy the situation which had been created. The Interstate body on May 8 appointed several terminal committees to function at all important shipping terminals in conjunction with the operating officials of the carriers, with a view to providing relief. One committee was appointed for New York and was in effect substantially a revival of that freight relief organization, though differing somewhat in personnel, which had done such effective work during 1918 and in 1919. The committee as originally appointed consisted of B. C. Craig, of the Interstate Commerce Commission, as chairman; Deputy Public Service Commissioner Alfred M. Barrett, representing the Public Service Commission for the First District; A. J. Miller, representing the carriers; A. L. Viles, representing New York shipping interests; James Maybury, representing the Public Utility Commission of New Jersey, and A. H. Wolff, representing the shipping interests of the adjacent New Jersey territory. Subse-

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ntly Mr. Craig was succeeded as chairman by J. P. Kelley, later by J. B. Ford, all representing the Interstate Commerce mmission and under whom successively the work was carried vard.

he Interstate Commerce Commission appealed to this Com-sion to do all in its power to further the work of the committee to render fullest assistance in relieving the general freight p. Commissioner Nixon placed the facilities of the Com-sion at the command of the committee and headquarters were blished at the offices of the Commission. Inspectors of Commission who had been familiar with the work done in the emergency in 1918 and later were temporarily assigned to st the committee. A complete survey of the railroad and pier ation throughout the port of New York was at once made and committee obtained from the carriers detailed reports as to itions prevailing on their several lines. The survey and rt revealed that the operating department employees of the iers were in no way as efficient as the men on strike whom replaced, and that this was proving a serious drawback to attempt to restore conditions to normal. Run-down rolling-k and other equipment was found to be in part responsible he situation. On the other hand, a part of the responsibility vith consignees through their failure to release equipment aptly. The abnormal volume of freight in movement already red to further complicated the congested condition. While al passenger service was resumed by practically all of the oads within two weeks after the beginning of the strike, ht service had shown no marked improvement at the time the nittee began work. The committee immediately directed its tion to the following matters:

version of freight cars from badly congested lines and ter-ls to those offering the best facilities and opportunities for ht handling, irrespective of original route.

crease of working forces of carriers to capacity of station freight stations.

ovision of additional tracks and efforts to compel consignees ew York City to take delivery at terminals along the New y shore. (This produced very satisfactory results.)

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Diversion of through freight so as to prevent routing through the congested terminal area of New York.

Rerouting of through cars for back-haul to connecting lines for delivery without encountering congested territory.

Emergency operation through Pennsylvania tunnels of perishable freight and also coal en route to or from the Eastern States, Long Island and The Bronx. (This operation reached a maximum of nearly 600 cars per day.)

Reduction of time consumed in loading and unloading marine equipment at carriers' terminals and at steamship docks.

Pooling marine equipment in order to increase loading approximately to capacity and to increase efficiency of operation.

The committee also found it necessary to assist the carriers in obtaining from the originating points duplicate waybills for over 4,000 loaded cars, the original billing of which had been lost or destroyed during the first few days of the strike. Until such bills could be received it was practically impossible to unload and release the cars.

The committee also directed its attention to obtaining permits from the City of New York authorizing the New York Central Railroad Company to unload freight from cars on that company's rails upon certain streets and thoroughfares. This made it possible to speed up the unloading and release of cars by approximately 50 per day. The committee also, owing to scarcity of fuel, found it necessary to take steps to relieve the coal situation in New York City, and during the latter part of June completed arrangements by which one carrier company operated daily for four days two trains of 50 cars each of bituminous coal from Maryland to tidewater, New York; action which undoubtedly prevented at least one public utility company in the city from being obliged to shut down.

Soon after the committee started work rapidly increasing percentages of car movements and freight loading and unloading were shown, until a normal freight movement was reached late in July. The committee, however, is still continuing its work and is accomplishing important results through co-operation with the organizations and representatives of carriers and shippers. The importance of this work is now so firmly established that the

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ommission has been informed that the Interstate Commerce Com-
ssion, through its enlarged powers under the Transportation
ct, contemplates and is in fact preparing to organize the country
o eighteen inspection districts, and will maintain a permanent
ganization for work of the nature undertaken by the existing
ew York Terminal Committee and by the previous Freight Con-
stion Committee. It is believed that when this work is put
on a permanent basis in the manner described it will be possible
aterially to increase the efficiency of freight handling in New
ork.

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CHAPTER V

LABOR DISPUTES

During the year 1920 the Commission was confronted with strikes of employees of the Brooklyn Rapid Transit System, the Manhattan and Queens Traction Corporation, the New York Transfer Company and the Westcott Express Company.

The cause of the strikes in all cases was mainly demands on the part of the employes of the above companies for an increased wage.

The Commission has no power to prevent strikes. It can only officially intervene when cessation of operation is threatened or has actually occurred. In the three strikes of 1920 the Commission ordered formal hearings in each case, in which all sides to the labor disputes were heard.

A temporary cessation of operation of the B. R. T. system followed the strike of the operating and shop employes, which tied up all subway, elevated and surface lines of the system operating in large part in the Borough of Brooklyn. The strike went into effect at one minute after midnight of August 28, and on Sunday morning, August 29, a large portion of the population of Brooklyn was forced to walk. All that saved Brooklyn from a complete paralysis of its transit facilities was the continued operation of the Interborough subway lines and the Long Island Railroad, upon which there were no strikes. On that day the Commission ordered an investigation and hearing for Monday afternoon, August 30, and notices were served upon the B. R. T. Receiver, upon the executives of the Brooklyn companies which were not under the receivership, and upon representatives of the striking employes. Simultaneously the railroad officials received a formal letter from Commissioner Alfred M. Barrett, calling upon them to issue instructions that green or inexperienced men must not be used in the operation of cars or trains, as their employment might lead to accident.

The Commission assigned thirty of its inspectors to the car

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rns and depots of the companies, to observe the situation at rious local points along the lines. These inspectors reported ily to the Commission, which kept its finger on the pulse of e strike's progress every hour for more than two weeks.

The hearing was opened on the second day of the strike, and as based upon the authority vested in the Commission by the ublic Service Commissions Law to compel adequate service by ublic utilities operating in the First District. The Brooklyn apid Transit system was, and still is, in the hands of a receiver, ppointed by the United States District Court for the Southern istrict of New York. The Receiver, Lindley M. Garrison, was e first witness examined, and he made it evident that the difrences between the railroad companies and their men were fficult of adjustment. The Receiver's attitude was that the rikers had broken their contract. The existing agreement tween the men and the railroad called for one month's notice any changes desired, to be given after July 24, failing which, e working agreement made in 1919 was to stand. The strike aders insisted that they gave this notice by submitting new nedules of demands thirty days before the strike began. The eceiver contended that this notice was not of changes in the old reement, but was a proposed new agreement. The strikers aintained that the Receiver had violated a clause in their workg agreement to submit all differences that may "hereafter" ise to arbitration. The Receiver insisted that he must be govned by the orders of the United States District Court. Judge ulius M. Mayer had taken the position that while other matters controversy might be submitted to arbitration, the court must tain its power to keep wages within reasonable bounds, to bring em within the financial ability of the railroad. Without such wer retained by the Court, the Receiver told the Commission, e wage awards might absorb every cent of gross income, comlling a cessation of operations because of inability of the system pay other costs.

Commissioner Barrett, after a conference with representatives the strikers, called upon United States District Judge Mayer his chambers, in an effort to effect a settlement of the dispute d a resumption of service in Brooklyn. There was read into

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the record at the hearing a letter from Judge Mayer to the Commissioner, in which he said that the proper way for the strike to be settled was for the men to return to work. After that, Judge Mayer said, the Receiver and the Court would be pleased to receive any duly constituted committee which truly represented the men. Judge Mayer wrote that he could not emphasize too strongly that there would be no negotiations, directly or indirectly, by the Receiver or the Court, with those leaders who "either instituted the strike or were powerless to prevent it."

Commissioner Barrett announced the Federal Court's position at a later session of the hearing, and said:

"The Commission finds that the public is being seriously inconvenienced; that the people are not being carried on the cars in Brooklyn; that disorder exists in connection with the transportation system there. The Commission has no power to order either side to do anything. All the Commission can do is to recommend to either or both sides to do certain things.

"The necessity of the people in a matter of this kind is paramount. The Commission's sole purpose is to restore the service so that the people may not be inconvenienced. The Commission recommends that these men who are now on strike return to work and perform their duties; that they appoint a committee to represent them, and that this committee wait upon the Receiver and notify him of their grievances. I believe he will meet the men in a friendly spirit and that he will act reasonably. I therefore recommend that the Receiver hear these men, and that he grant them such relief, with the consent of the Court, as the circumstances of this case demand. If they are unable to agree, their differences will have to be settled in some way.

"Arbitration is now looked upon as a most effective method of adjusting disputes. Irrespective of any agreement between the parties, if a situation arises in which the public is inconvenienced by lack of transportation facilities the superiority of these interests demands that the conflicting claims between the railroad companies, on the one hand, and their employes on the other, be settled. Ordinarily arbitration is considered a fair way of adjusting disputes of this nature, but in this particular instance we have a rather peculiar situation. It is impossible

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for the Receiver, without the consent of the Court, to arbitrate the question of wages. The Receiver is the representative of the Court and must obey its instructions. In my opinion, it would be improper for the Receiver to submit to arbitration a matter which might possibly exhaust all the financial resources of the company. With that exception, I think that all the other matters in controversy, of which I am aware, are arbitrable, and that they should be settled by this method."

No attempt was made by the companies in the early days of the strike, to run surface cars. Some service was maintained on the subway and elevated lines. As days passed, the company reported the return of a number of former employes and the addition of new men to its working forces, and service was gradually improved to the previous operating standards, with the exception of a few lines — the latter being discontinued by direction of the United States District Court, on account of the contention of the Receiver that the operation thereof impaired the revenues of the system and resulted in a financial loss. In short, the company won the strike.

The Westcott Express Company and the New York Transfer Company advised the Commission, in August, that their service had been interrupted by a general strike of teamsters, chauffeurs and baggage wagon helpers. These employes had demanded increased wages, which meant an added cost to the Westcott Company of over $150,000 a year, and to the New York Transfer Company of $185,000 to $200,000 a year. The companies stated that their revenues did not justify a substantial increase of wages. The employes demanded from 25 to 40 per cent advances. The companies after discussion with the men, who said they would not recede from their original demands, declared that they would cease operation permanently and go out of business. These companies have contracts with the trunk line railroads entering New York City, for the handling of baggage at the terminals. They handle more than 1,250,000 pieces of baggage a year. The heaviest month is September, when the baggage of returning summer vacationists always taxes the capacity of the receiving rooms at the terminals. The strike occurred late in August, and the Commission at once called a hearing, which opened on August 25.

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It was brought out that the Transfer Company had made $31,000 in 1919, less than six per cent on its capital of $600,000. The Westcott Company's year, ended June 30, 1920, showed a deficit of over $7,000, and the previous year had shown a similar deficit. The companies had been permitted to charge $1.00 for the handling of trunks in a wide zone embracing the railroad terminals, and the officials said that to meet the demands of the men, a $1.75 rate must be allowed, else, as one company president testified, "we will all quit together." Representatives of the employes showed that advanced costs of living, and the wages paid by other express companies justified them in demanding an increase.

The Commission's attitude, as expressed at the public hearing by Commissioner Barrett, was that some concessions should be made to the men, and that the companies should not be forced out of business. The tremendous inconvenience to the public caused by the cessation of operations was the paramount issue before the Commission. The hearing was followed by a series of informal conferences with Commissioner Barrett, in which the company officials and the employes' representatives took part. As a result of these conferences the labor difficulties were adjusted and the men went back to work before the early September baggage congestion at the terminals had further aggravated the situation. The employes received an increase in wages, and the Commission decided that the rate of $1.00 a trunk was insufficient to yield reasonable compensation, and an advance in the tariffs of the companies to $1.25 was allowed.

The Commission received information in August, that operation had been discontinued on the trolley line from Second avenue, Manhattan, over the Queensboro bridge, through Elmhurst to Jamaica. The Manhattan and Queens Traction Corporation, which operates the line, has been in the hands of a receiver since 1916. The financial condition of the corporation made it impossible to pay a 25 per cent advance in wages demanded by the employes. When the men struck, the Commission ordered a hearing, and this brought out in detail the inability of the railroad to bring its scale of wages even up to the scale paid on other transit lines in contiguous territory within the City of New York.

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The road had been showing a deficit and was in need of more money for necessary betterments.

A year previously the Receiver made application to the Commission for an increase in fare, and a court order, obtained by The City of New York, restrained the Commission from holding a hearing to consider it. Later the Court held that the Commission had the right to take up this application for a rate increase at a hearing; but the employes, who had waited several months in the hope that the Corporation's financial condition might be bettered to an extent which would permit their wage advance, decided to quit work. The Commission's accountants, after examining the books and annual statements of the line in receivership, testified that an increase in wages to meet the standard scale was not justified by the financial condition and the current income from operation of the Manhattan and Queens Traction Corporation. In the meantime, while operation of the road had ceased, The City of New York operated buses between the Queensboro bridge and Jamaica, on which a ten-cent fare was charged.

Following the hearing, a series of informal conferences was held and, at the direction of Commissioner Barrett, the Receiver in September resumed operation of the road pending the termination of the rate proceedings instituted the year before. The employes received an increase in wages, and in December the corporation was authorized to put a new rate tariff in operation, with Elmhurst the dividing line of two fare zones, in each of which a five-cent fare is charged.

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CHAPTER VI

FRANCHISE AND TARIFF BUREAUS

The Commission maintains a Franchise Bureau, to which is assigned the work of analyzing the franchises of the several public utility corporations under the jurisdiction of the Commission and of compiling data concerning them, to aid the Commission in its work. On account of the unusual number of rate cases which were heard by the Commission in 1920, the volume of this work was greatly increased as compared with previous years.

In practically every such case disposed of during the past twelve months the Franchise Bureau was called upon to prepare for the Commission reports as to the provisions of the franchise grants of the particular public utility corporation concerned. Such reports dealt in detail with the terms of the franchise grants, particularly in railroad cases, as to the transfer and fare clauses, including such grants as were obtained directly by the operating companies as well as their predecessor and constituent companies. Each grant was separately studied, not only to ascertain the limits of transfer and fare provisions as applied to operated routes, but also as to the nature and breadth of such provisions. It was necessary to examine upward of one thousand of these grants during 1920.

In Cases Nos. 2477, 2478 and 2479, relating to applications of the Receiver of the Nassau Electric Railroad Company, the Brooklyn, Queens County and Suburban Railroad Company and the Coney Island and Brooklyn Railroad Company, respectively, for permission to charge an increased fare upon their lines, the Franchise Bureau examined and reported upon all franchise grants claimed by such companies as the authority for the operation of their respective roads, and reported in analytical form on their terms, not only as to the direct transfer and fare provisions, but as to such additional provisions as seemed to bear upon the fare and transfer clauses.

In Case No. 2416, arising from the application of the Receivers of the Manhattan and Queens Traction Corporation to increase

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the rate of fare on the lines of that company, a similar study was made of the company's franchise grants.

In Cases Nos. 2356 and 2433, involving the applications by the New York, Westchester and Boston Railway Company, the Richmond Light and Railroad Company, and the Staten Island Midland Railway Company, respectively, for increased fares, the Bureau made separate studies of each franchise grant obtained directly by these corporations and by their predecessor companies.

In view of the decision of the Court of Appeals defining the powers of the Commission in reference to franchise grants, with particular reference to such grants as were made before and since the creation of the Commission, it was necessary to make separate and special studies of these grants. The decision in question materially enlarged the powers of the Commission over fare and transfer provisions of the franchises of several of the railroad companies and segregated such grants in relation to certain periods. It was held that the Commission has power to regulate fares under franchises granted before the enactment of the constitutional amendment in 1875, requiring consents of local authorities, and under those granted subsequent to the establishment of the Commission in 1907, as well as under those granted between those dates which did not fix a specific rate of fare.

The Bureau prepared a large number of documentary exhibits for presentation in formal cases before the Commission, including maps, charts, etc., and, for the special report of Commissioner Nixon to the Legislature on the traction situation in New York City, prepared two exhibits, one, a map of each borough in the city, showing all street and electric railroad lines, including subway and elevated routes operating therein; also lines upon which service had been abandoned, or where the lines had been returned by Court order to corporate owner. The second exhibit was a general statement as to operating companies by boroughs, including a brief description of the franchise and documentary history of each company. The Franchise Bureau has in its files more than 10,000 documents relating to the public utility companies in New York City, the number of which was increased by the addition of many important papers during the year.

The Franchise Bureau, as in the past, continued to prepare

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for publication the monthly advance sheets of reports of decisions of the Commission, and the annual volumes of such reports for the immediate two years of 1918 and 1919. Material for these is now with the printer and in process of publication. The Commission maintains a library which is supervised in connection with the Bureau. This library contains many hundreds of volumes relating to the regulatory work of State commissions and similar bodies in this country and in other countries, and other volumes relating to corporation management, accounting, etc. Practically every feature of the varied and complicated management, accounting and operation of public utility corporations is covered by documents on file in the Franchise Bureau or volumes in its library.

Tariff Bureau

During the calendar year 1920 there were filed with the Commission rate, fare and charge schedules, as follows:

Street railroads, freight	26
Street railroads, passenger	59
Steam railroads, freight	868
Steam railroads, passenger	99
Express and baggage companies	58
Total	1,110

For the first eight months of 1920 no tariff schedules of more than passing importance were filed in respect to passenger fares or commodity rates, but in August last the Interstate Commerce Commission, Docket 74 (*ex parte*), authorized a general increase of 40 per cent in commodity rates, effective August 26th, and also allowed an increase of 20 per cent in passenger rates. The Commission took these rates under consideration and, in accord with the Commission for the Second District, issued special permissions allowing the general 40 per cent commodity rates to go into effect, except as to milk and cream and certain milk products. It refused to sanction the proposed increase in passenger rates, and presented its objections thereto to the Interstate Commerce Commission, the action and its results being discussed more fully under the extracts of formal cases before the Commission, given

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elsewhere in this volume. Blanket tariffs were filed by the carriers to conform their schedules to the changes permitted as to commodity rates.

A plan for blanket tariffs was also worked out by which it was possible for the carriers, upon the relinquishment of Federal control, to assume the authority for tariffs previously issued by the Director-General of Railroads, thus reducing to a minimum the number of tariffs requisite to complete the records.

The number of tariffs filed showed a large increase over previous years, which fact was due to several causes, some of which may be enumerated, as follows: New rapid transit lines placed in service; changes in routing, control, etc., of street railroad lines; partial discontinuance of certain street railroad lines; changes in passenger and commodity rates; changes in baggage and express rates; change from Federal control of steam railroad lines. The several companies affected filed sixteen notifications of postponement of effective dates of tariffs. Twenty-six revised classification schedules were filed.

The principal changes reflected by the filing of tariff schedules during the year were the resumption by the New York and Harlem Railroad Company, now a part of the New York Central Railroad System, of the Madison Avenue Surface Line, owned by it, but previously operated by the old Metropolitan Street Railway Company and later by the New York Railways Company, by whose Receiver control was relinquished on February 1st last. The Receiver of the Staten Island Midland Railway Company discontinued service on January 19, 1920. Subsequently, under an arrangement with the Receiver, The City of New York, through the Department of Plant and Structures, undertook the operation of the lines of this company, filing the necessary schedules effective as of December 1, 1920.

The Interborough Rapid Transit Company inaugurated service over 21.16 track miles of new rapid transit lines, and the New York Municipal Railway Corporation (B. R. T.) over 15.2 miles of similar new lines, as shown by tariffs filed by the companies for such operation. Following the street railroad strike in Brooklyn last August, in which practically all lines ceased operation for a time, nine lines which were closed down remained so by

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order of the Federal court to the Receiver. Resumption of partial operation on some of these lines was permitted by the Commission under a particular type of tariff drawn to meet this case and fully protecting the Commission in reference to the company's franchise obligations.

Following hearings by the Commission as to their rates, the New York Transfer Company and the Westcott Express Company filed tariffs showing increases from 15 per cent to 30 per cent in their rates.

During the year 53 special permissions were granted authorizing the issuance and filing of tariff schedules and regulations by transportation companies operating in the First District.

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CHAPTER VII

CAPITALIZATION OF PUBLIC UTILITIES

The combined capitalization, that is, the total amount of outstanding stocks and bonds of all common carriers, light, heat and power companies under the jurisdiction of the Commission in 1920 (common carriers as of June 30 and steam railroads as of January 1, 1920) amounted to $1,538,553,020. Of this total common carriers had $1,232,388,077 and the light, heat and power companies $306,164,943. Included in the total for common carriers is an item of $213,250,000, representing the capital of the City of New York invested in the rapid transit railroads.

The following table shows in detail the number and kind of these companies and the total capitalization of each:

NUMBER AND CAPITALIZATION OF PUBLIC SERVICE CORPORATIONS

	Number	Capitalization [1]
Rapid transit railway owned by City of New York	1	$213,250,000
Street and electric railroads	[2] 57	920,651,950
Steam railroads	11	149,824,118
Baggage and transfer companies	2	1,130,000
Stage-coach corporations	2	230,800
All common carriers	73	$1,285,086,868
Same, excluding duplications		$1,232,388,077
Gas companies	16	$250,111,247
Gas-electric companies	3	5,828,600
Electric light and power companies	8	158,075,101
Electric conduit companies	2	21,544,000
Steam companies	1	10,154,456
Total light, heat and power	30	$445,713,404
Same, excluding duplications		$306,164,943
Grand total	103	$1,730,800,272
Same, excluding duplications		1,538,553,020

[1] Common carriers as of June 30, 1920, with exception of steam railroads, which are as of Jan. 1, 1920, the date of the data relative to gas and electric companies. Steam supply company as of April 30, 1920.

[2] Richmond Light & Railroad Co. is here treated as a street railway company and omitted from the electrical companies.

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It is interesting to note that the total capitalization of these companies in the year 1920 is more than double their total capitalization in 1907, the year in which the Public Service Commission was created. In that year the aggregate capitalization was $710,042,460.

The following tables show the capitalization, number of passengers and total operating revenues of the several transportation companies for the year ended June 30, 1920:

CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES REPORTING TO THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT, YEAR ENDED JUNE 30, 1920

COMPANY (Names of lessor companies are indented)	Capitalization in stocks and long term debt [1]	Number of passengers (cash fares) [2]	Total operating revenues
STREET RAILWAYS			
RAPID TRANSIT COMPANIES	*$799,486,297*	*1,424,166,581*	*$79,133,077 79*
Interborough Rapid Transit Company	228,962,000	955,133,110	51,478,410 81
Rapid Transit R. R. (City of New York)	126,000,000	586,098,633	31,622,973 04
Manhattan Railway Co	105,200,463	369,034,477	19,855,437 77
New York Consolidated R. R. Co., Rec'r (B. R. T.)	56,521,794	376,782,635	19,519,077 55
New York Municipal Ry. Corp., Rec'r	[3] 73,892,385	.....	.....
Rapid Transit R. R. (City of New York)	87,250,000	.....	.....
Hudson & Manhattan R. R. Co	121,659,655	92,250,836	[4] 8,135,589 43
STREET SURFACE COMPANIES			
Manhattan and The Bronx	*215,568,099*	*443,102,452*	*24,774,707 47*
Third Avenue Railway Co., The	63,174,500	50,662,665	4,155,779 32
Kingsbridge Railway Co	2,257,393	.....	.....
Belt Line Railway Corporation, The	2,557,091	17,358,397	593,950 78
Dry Dock, E. B'way & Battery R. R. Co.	3,978,200	11,363,020	638,452 68
42d St., Manh. & St. Nich. Ave. Ry. Co., The	11,602,153	37,225,398	1,871,879 28
Third Avenue Bridge Co	112,909	.....	.....
Mid-Crosstown Railway Co., The	150,000	94,989	4,861 95
N. Y. City Interborough Ry. Co	7,084,358	16,267,528	810,150 67
Pelham Park & City Island Railway Co., Inc	74,545	51,113	2,593 15
Southern Boulevard R. R. Co., The	686,473	5,771,178	290,340 51
Union Railway Co. of New York City	8,715,064	59,331,632	3,137,375 73
Bronx Traction Co., The	370,806	.....	.....
Westchester Electric Railroad Co., The	2,952,161	12,720,540	724,899 01
Brooklyn & North River R. R. Co., The	100,000	1,550,880	58,019 35
Second Ave. R. R. Co. in the City of N. Y., Rec'r	[5] 7,493,000	17,520,828	870,680 80

[1] Includes unmatured funded debt, matured funded debt held by affiliated companies, and notes held in investment account of the creditor companies. Bonds held in amortization and sinking funds have been deducted whenever disclosed in the returns; for example, Interborough Rapid Transit Co., $6,248,000, Third Avenue Ry. Co., $2,942,000, Hudson & Manhattan R. R. Co., $1,103,529, New York Railways Co., $1,041,342, etc.

[2] In addition, the following two-cent transfers were sold: New York Railways, 20,310,384, Eighth Avenue, 812,309, Brooklyn Heights, 7,269,932, Brooklyn, Queens Co. & Suburban, 2,686,259, Coney Island & Brooklyn, 5,408,193, Coney Island & Gravesend, 139,340, Nassau Electric, 10,754,505.

[3] Includes $13,000,000 receiver's certificates, which are the joint liability of respondent and the New York Consolidated.

[4] Includes $1,888,394.73 revenue from auxiliary operations, principally rent from Hudson Terminal Buildings.

[5] Includes $89,000 debenture bonds matured and unpaid and $3,140,000 of receiver's certificates.

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CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES, ETC. — *Continued*

COMPANY (Names of lessor companies are indented)	Capitalization in stocks and long term debt [1]	Number of passengers (cash fares) [2]	Total operating revenues
New York Railways, Rec'r	$74,876,746	$177,098,262	$9,772,806 56
Bleecker St. & Fulton Ferry R. R. Co., The	1,600,000	.....	.....
Broadway & Seventh Ave. R. R. Co., Rec'r	11,750,000	.....	.....
Christopher & Tenth St. R. R. Co., The	860,000	.....	.....
Ft. George & Eleventh Avenue R. R. Co.	3,000,000	.....	.....
Forty-second St. & Grand St. Fy. R. R. Co., The	748,000	.....	.....
Sixth Avenue Railroad Co	2,000,000	.....	.....
Thirty-fourth St. Crosstown Ry. Co	2,000,000	.....	.....
Twenty-third St. Ry. Co	2,478,000	.....	.....
Eighth Avenue Railroad Co	1,646,700	18,658,603	961,575 80
Ninth Avenue Railroad Co., The	800,000	5,954,818	299,376 13
New York & Harlem Railroad Co	[6] 2,500,000	11,472,601	581,965 75
Brooklyn & Queens	*111,445,004*	*482,498,801*	*25,061,204 50*
Brooklyn City Railroad Co., The	18,925,000	142,956,708	7,236,287 99
Brooklyn Heights R. R. Co., The, Rec'r	13,822,650	57,788,736	3,052,494 05
Bridge Operating Co	100,000	13,821,444	232,570 96
Brooklyn, Queens Co. & Suburban R. R. Co., Rec'r	11,329,567	34,075,838	1,776,936 99
Coney Island & Brooklyn R. R. Co., The, Rec'r	9,306,398	45,290,853	2,376,769 42
De Kalb Ave. & North Beach R. R. Co.	10,000	.....	.....
Coney Island & Gravesend Ry. Co	2,987,000	2,248,866	114,733 65
Nassau Electric Railroad Co., The, Rec'r	36,022,115	118,721,532	6,202,449 64
South Brooklyn Railway Co	$3,376,570	5,069,934	$903,032 00
Prospect Park & Coney Island R. R. Co.	1,630,500	.....	.....
New York & Coney Island R. R. Co., The	100,000	.....	.....
Prospect Park & South Brooklyn R. R. Co	50,000	.....	.....
Bush Terminal Railroad Co	356,045	5,680	213,414 89
Manhattan Bridge Three Cent Line	450,000	9,507,749	241,449 27
Marine Railway Co., The	50,000	256,757	12,837 85
Van Brunt St. & Erie Basin R. R. Co., The	231,000	3,192,130	83,267 13
New York & Queens County Railway Co	6,235,000	22,595,975	1,166,989 97
Long Island Electric Railway Co	1,200,000	5,573,933	304,817 32
New York & Long Island Traction Co., The, Rec'rs	2,000,000	9,516,689	535,858 06
Ocean Electric Railway Co	343,809	4,375,632	222,980 96
New York & North Shore Traction Co., The	1,749,350	1,678,986	114,738 95
Manhattan & Queens Traction Corporation, Rec'rs	[7] 1,170,000	5,821,359	269,575 20
Richmond	*7,402,550*	*15,007,233*	*799,566 23*
Richmond Light & R. R. Co., Rec'r	5,152,750	10,434,155	567,907 68
Staten Island Midland Ry. Co., Rec'r	2,000,000	4,323,283	218,868 70
Southfield Beach Railroad Co	249,800	249,795	12,789 85
All companies	[8] $920,651,950	2,364,775,067	$129,768,555 79
City of New York	213,250,000		
Total	$1,133,901,950		

[1] [2] See foot-notes on page 124

[6] One-fourth of the entire capital stock ($12,000,000) is estimated to represent this company's street railway, which is excluded from mortgage securing its bonds.

[7] Includes a demand note of $1,150,000 for construction advances dated October 1, 1917, which is merged in a judgment secured by the Gas and Electric Securities Co.

[8] Includes $52,698,791, intercompany holdings.

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CAPITALIZATION AND REVENUE OF TRANSPORTATION COMPANIES, ETC. — *Concluded*

COMPANY (Names of lessor companies are indented)	Capitalization in stock and long term debt [1]	Number of passengers (cash fares) [2]	Total operating revenues
STAGE-COACH CORPORATIONS			
City Island Motor Bus Co., Inc.	$5,800	533,348	$105,183 60
Fifth Avenue Coach Co.	225,000	42,552,709	4,353,950 14
Total	$230,800	43,086,057	$4,459,133 74
BAGGAGE AND TRANSFER COMPANIES			
New York Transfer Co.	$480,000	.....	$596,224 36
Westcott Express Co.	650,000	.....	637,948 86
Total	$1,130,000	.....	$1,234,173 22
STEAM RAILROADS [3]			
Brooklyn Eastern District Terminal	$115,250	.....	$1,030,871 40
Degnon Terminal Railroad Corporation	25,660	.....	18,110 76
Jay Street Connecting Railroad, The	20,000	.....	99,483 81
New York Dock Railway	469,610	.....	463,771 93
New York Connecting R. R. Co.	27,020,000	.....	N. R.
Staten Island Rapid Transit Ry. Co., The	6,075,000	10,204,511	2,234,671 44
Staten Island Railway Company	1,687,472	Lessor Company	
Glendale & East River R. R. Co., The	100,549	Lessor companies not operated by First District corporations	
New York & Rockaway Beach Ry. Co., The	2,964,000		
New York, Brooklyn & Manhattan Beach Ry. Co., The	2,726,000		
Pennsylvania Tunnel & Terminal R. R. Co.	108,620,577		
Total	$149,824,118	10,204,511	$3,846,909 34

Stock and Bond Issues Authorized

During the year 1920 the Commission passed upon several applications for permission to issue stocks and bonds. Up to December 31, 1920, the total amount of authorizations granted by the Commission for such purpose was $58,397,000, as compared with $25,713,564.30 in the year 1919. The total of such authorizations granted by the Commission since it began work July 1, 1907, is $1,036,578,543.78.

[1] [2] See foot-notes on page 124

[3] Figures for the year ended December 31, 1919.

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The following tables show the names of the companies and the nature and amounts of the securities authorized during the year 1920:

STOCK AND BOND ISSUES AUTHORIZED BY THE COMMISSION IN 1920

Company	Class of security	Date of authorization	Amount applied for and authorized (par value)	Case No.
	TRANSPORTATION COMPANIES (*Sec. 55*)			
Brooklyn, Queens Co. & Sub. R. R. Co.	Receiver's ctfs.	Jan. 16, 1920	$35,000	2448
Nassau Electric R. R. Co.	Receiver's ctfs.	Jan. 15, 1920	325,000	2447
	LIGHTING COMPANIES (*Sec. 69*)			
Bronx Gas & Electric Co.	Bonds	Oct. 29, 1920	274,000	2549
Brooklyn Edison Co., Inc.	Bonds	Jan. 21, 1920	5,000,000	2442
Brooklyn Edison Co., Inc.	Bonds	Dec. 4, 1920	8,000,000	2557
Brooklyn Union Gas Co.	Stock	Feb. 13, 1920	2,000,000	2443
Brooklyn Union Gas Co.	Bonds	Sept. 21, 1920	38,000	2504
Consolidated Gas Co.	Conv. bonds	Jan. 9, 1920	25,000,000	2446
New York Edison Co.	Stock	Sept. 14, 1920	3,500,000	2449
Kings County Lighting Company.	Stock	Dec. 15, 1920	2,000,000	2559
United Elec. Light & Pr. Co.	Bonds	Dec. 21, 1920	8,825,000	2460
N. Y. & Queens Elec. Lt. & Pr. Co.	Bonds	Dec. 21, 1920	3,400,000	2461
Total (to Dec. 31, 1920)			$58,397,000	

The Brooklyn, Queens County and Suburban Railroad Company, one of the subsidiaries of the B. R. T. System, made application to the Commission through its Receiver, Lindley M. Garrison, under date of December 22, 1919, for an order authorizing the issuance of Receiver's certificates to an amount not exceeding $35,000. The purpose of the issue was to provide funds to pay for the purchase of new cars and for the labor and materials necessary to put them into operating condition. The Commission, on January 16, 1920, upon the recommendation of Deputy Commissioner Edward J. Glennon, granted the authorization requested and allowed $1,000 for the expenses of the sale of the certificates. The order directed that the certificates be sold at not less than 95 per cent and should be issued on or before June 30, 1920.

The Nassau Electric Railroad Company, also a subsidiary of the B. R. T. System, applied through its Receiver, Lindley M. Garrison, under date of December 22, 1919, for the Commission's authorization of the issue and sale of $325,000 of Receiver's certificates to be sold at a discount of not exceeding 5 per cent and the proceeds thereof to be devoted to the purchase of new cars and the payment for labor done and materials furnished in equip-

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ping them. The Commission, upon the recommendation of Deputy Commissioner Edward J. Glennon, issued its order on January 15, 1920, authorizing the Receiver to issue the certificates in the amount proposed and allowed $11,400 for the expenses of sale. The certificates were to be sold at not less than 95 per cent and issued on or before June 30, 1920.

The Bronx Gas and Electric Company made application to the Commission on September 22, 1920, for permission to issue first and refunding mortgage bonds to the amount of $274,000, face value, payable July 1, 1960, and to bear interest at 5 per cent per annum. The bonds were to be secured by the company's first and refunding mortgage, dated July 1, 1910. The proceeds were to be applied to the acquisition of property, improvement of plant and distribution system. The Commission on October 29, 1920, upon the recommendation of Deputy Commissioner Morgan T. Donnelly, issued its order granting permission for the bond issue in the amount named. The order required that the company sell the bonds so as to net not less than 50 per cent of the face value, allowing $137,000 for the acquisition of property and improvement of plant. It required the establishment of a sinking fund into which the company must pay in cash each year 5 per cent of the face value of the bonds until the fund shall have accumulated $137,000, any surplus in said fund to be used for the retirement of other bonds of the company. The bonds were to be issued on or before December 31, 1920.

The Brooklyn Edison Company made application to the Commission, on December 17, 1919, for permission to issue $5,000,000 in bonds to be dated January 1, 1920, and payable ten years from that date and to bear interest at 6 per cent per annum. Hearings were held before Deputy Commissioner Edward J. Glennon and upon his recommendation the Commission, on January 21, 1920, adopted an order granting the authority requested. The company was ordered to sell the bonds so as to net not less than 88 per cent of the face value and was required to devote $3,080,000 of the proceeds to the reimbursement of moneys expended from income or from money in the treasury for the acquisition of property or improvement of plant between October 1, 1912, and December 21, 1918; to devote $1,320,000 of the proceeds to the reimbursement of moneys expended from income or moneys in

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the treasury for the acquisition of property or improvement of plant after January 1, 1919, and to devote $600,000 of the proceeds for expenses of sale and discount. The order required that the $600,000 shall be amortized out of income before January 1, 1930. The bonds were to be issued on or before December 31, 1920.

The Brooklyn Edison Company made application to the Commission on October 14, 1920, for permission to issue its general mortgage bonds to the amount of $8,000,000 face value, the bonds to be dated December 1, 1920, to run for twenty years and to bear interest at 7 per cent per annum. The bonds were to be secured by the company's general mortgage, dated January 1, 1919. Of the total $4,600,000 was to be used for reimbursement of expenditures for the acquisition of property and improvement of plant between January 1, 1919, and September 30, 1920, and $3,400,000 to be used after September 13, 1920, for improvements and additions to its plant and distributing system. Hearings were held on the application before Deputy Commissioner Morgan T. Donnelly, on whose recommendation the Commission, on December 4, 1920, adopted an order consenting to the proposed issue of $8,000,000 in bonds, of which $800,000 was allowed to pay expenses of sale and make up discount. The company was ordered to sell the bonds so as to net not less than 90 per cent of their face value, and to issue the same on or before December 31, 1921.

The Brooklyn Union Gas Company, on October 17, 1919, petitioned the Commission for permission to issue its capital stock, common, in the amount of $2,000,000 par value. Hearings were held before Hon. Alfred M. Barrett, then Deputy Commissioner, upon whose recommendation the Commission, on February 13, 1920, issued an order granting permission for the issue of $2,000,000 in common stock for the purpose of converting or retiring any convertible debenture bonds of the same company dated November 1, 1919. The stock was to be issued dollar for dollar for the bonds retired and was to be issued on and after November 1, 1924, and on or before December 31, 1929.

In another petition the Brooklyn Union Gas Company under date of June 2, 1920, asked the Commission for authority to issue $38,000 in bonds bearing 5 per cent interest and payable

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May 1, 1945, the proceeds thereof to be used for the reimbursement of money actually expended from income or money in the treasury of the company for the discharge of certain of the company's obligations which fell due January 1, 1920. The company was ordered to sell the bonds so as to net not less than par value, the bonds to be issued on or before December 31, 1920.

The Consolidated Gas Company, on December 27, 1919, petitioned the Public Service Commission for authority to issue $25,000,000 in bonds, payable February 1, 1925, and to bear interest at 7 per cent per annum. A hearing thereon was held before Commissioner Lewis Nixon, and the Commission, on January 9, 1920, adopted an order authorizing the issuance by the Consolidated Gas Company of a mortgage or trust agreement to the National City Bank of New York, dated January 31, 1920, to secure an issue of $25,000,000 in convertible bonds of the Consolidated Gas Company. The bonds were to be dated February 1, 1920, and payable February 1, 1925. The order also authorized the issuance of the bonds by the company, provided that $24,278,247.50 should be used to discharge the 6 per cent convertible debentures of the Consolidated Gas Company maturing February 1, 1920; $153,752.50 for the reimbursement of moneys actually expended to make up the deficiency necessary to secure the discharge of the collateral trust and demand notes of the Consolidated Gas Company, and $568,000 to be used for the acquisition at par of additional capital stock of the New York Edison Company out of a total proposed issue of $3,500,000. The Commission also authorized the company to issue its capital stock for the purpose of converting the proposed issue of bonds if necessary.

The New York Edison Company, under date of December 30, 1919, petitioned the Commission for permission to issue its common stock in the amount of $3,500,000. Hearings were held and upon the recommendation of Hon. Alfred M. Barrett, Deputy and Acting Commissioner, the Commission, on September 14, 1920, adopted an order granting the company the right to issue its stock in that amount. The company was directed to sell the stock at not less than par and to apply the proceeds to the repayment of money borrowed from the Consolidated Gas Company

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for necessary construction purposes. The company was given the option to deliver the stock in kind to the Consolidated Gas Company for the full amount. The stock was to be issued on or before December 31, 1920.

On December 15, 1920 on the recommendation of Deputy Commissioner Morgan T. Donnelly who held hearings in the case, the Commission adopted an order authorizing the Kings County Lighting Company to issue $2,000,000 in 8 per cent cumulative preferred stock and to sell the same at not less than par value. Of the proceeds the company was ordered to expend $1,750,000 for the improvement of its plant and was allowed $250,000 for additional working capital. The improvement of the plant was made necessary by orders of the Commission requiring the installation of additional facilities to care for the growing business of the company.

The United Electric Light and Power Company on January 31, 1920 submitted a petition asking for authority to issue debentures bearing 7 per cent interest in the amount of $8,825,000, the proceeds of which were to be used for the discharge or legal refunding of its obligations. After hearings held upon the application, Commissioner Barrett on December 21, 1920 recommended and the Commission issued an order granting the authority to issue such debentures in the amount named and requiring the company to sell the same at not less than par. The proceeds were to be used to repay the Consolidated Gas Company for money borrowed for construction purposes. The debentures are to be issued on or before December 31, 1921.

The New York and Queens Electric Light and Power Company submitted a petition dated January 31, 1920 asking for authority to issue debentures bearing 7 per cent interest in the amount of $4,300,000. After hearings held by Commissioner Barrett and on his recommendation the Commission on December 31, 1920, issued its order authorizing the issue of such debentures in the amount named to be sold at not less than par. The company was authorized to use the proceeds in repayment of money borrowed from the Consolidated Gas Company for construction purposes. The debentures are to be issued on or before December 31, 1921.

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CHAPTER VIII

EQUIPMENT INSPECTION, ETC.

The Commission maintains a Bureau of Equipment and Electrical Engineering, in charge of its Electrical Engineer. To this bureau is assigned the duty of informing the Commission regarding the physical condition of the tracks, road-bed, rolling-stock, signals and other equipment used by the railroad and street railroad companies, as well as the equipment of the lighting and steam companies. This involves periodic inspection of the equipment, as well as the investigations of accidents; the study of accident prevention measured; a checking of capital expenditures; the making of appraisals of public utility properties; the inspection and approval of electric meters, and the inspection of locomotive boilers.

During the year this bureau has far exceeded in volume the work of any year since the creation of the Commission. It has been seriously handicapped, however, by the fact that higher salaries were paid by outside engineering firms and the loss, for that reason, of a number of men who, by their education and experience, were exceptionally well qualified for this line of work.

The work is divided among eight divisions, as follows: Division of Accident Prevention and Equipment Inspection; Division of Power Equipment and Special Investigations; Division of Construction Accounts; Division of Appraisal; Division of Electrical Laboratory; Division of Locomotive Boiler Inspections; and Division of Engineering Statistics.

On August 1, 1920, the Commission transferred to the Electrical Engineer of the Commission all of the complaints bearing on the subject of electric service, as well as all schedules covering rates for electric service furnished to consumers and public utilities. These were formerly handled by the Bureau of Gas and Electricity. This was done in order to avoid overlapping of functions.

Division of Accident Investigation and Equipment Inspection

Under the Public Service Commissions Law, the Commission is directed to investigate the causes of all accidents which have

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resulted in loss of life, injury to persons or damage to property through the operation of public utilities under its jurisdiction and which, in its judgment, require investigation. It has been the practice of the Commission to examine into the causes of each such accident through the agency of this bureau, in addition to personal investigations which are made by the Commission itself.

An expert study of the conditions surrounding each accident is made, particularly if the accident is one of unusual importance or presents features which have not been covered in the previous reports and recommendations. In order to facilitate this work, the Commission keeps its offices open twenty-four hours of each day, although this is not required by the law, with telephone operators in constant attendance and with inspectors either on duty constantly or within easy reach. The Commission requires from the companies telephone reports of all accidents causing delay in traffic or interruption to service on the lines of the railroad and street railroad companies. These informal reports are charted and are supplemented later by detailed reports in writing forwarded by the companies and filed by the Commission. These reports are subject to constant inspection and study, and when a serious condition, such as the occurrence of an unusual number of accidents within a short time, is shown in reference to any particular company, a special investigation is made in an endeavor to determine what measures may be taken by the Commission, to prevent a recurrence of an accident from similar causes, or to remove those causes, in so far as may be possible. An investigation of accidents covers not only those which occur on lines of railroad companies but also those which occur on the properties of electrical, gas and steam corporations.

The study of accidents has resulted in the collection of valuable statistics of each such company under the Commission's jurisdiction. Charts have been prepared on a car mileage basis, showing the number of accidents under the varous classifications for the larger railroad and street railroad companies.

In the following tables the accidents which have occurred during 1920 are classified by months, according to the nature of the

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accidents, as to line, in reference to car miles operated, and again subdivided as to those occurring on subway and elevated lines, trunk lines and terminal lines. The accidents occurring upon grade crossings of railroads, and accidents relating to gas, electric and other corporations will be found tabulated elsewhere in this report.

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ACCIDENTS HAPPENING UPON RAILROADS AND STREET RAILROADS SUBJECT TO THE JURISDICTION OF THE PUBLIC SERVICE COMMISSION FOR THE FIRST DISTRICT
For the year ended December 31, 1920.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Car collisions	76	96	68	83	94	88	94	129	182	149	114	118	1,291
Persons struck	140	123	149	197	204	210	176	163	133	179	170	225	2,069
Vehicles struck	1,431	1,539	1,490	1,277	1,434	1,593	1,485	1,644	1,348	1,885	1,505	1,720	18,351
Boarding	335	294	317	435	508	561	595	520	455	502	521	612	5,655
Alighting	340	251	280	298	579	524	611	660	409	462	394	499	5,307
Electric shocks	25	28	35	18	29	21	35	37	16	26	19	15	304
Derailments	335	267	326	309	256	266	332	347	232	360	303	305	3,638
Other accidents	2,027	1,619	1,996	1,703	1,735	1,864	2,083	2,031	1,722	1,956	1,853	1,919	22,508
Totals	4,709	4,217	4,661	4,320	4,839	5,127	5,411	5,531	4,497	5,519	4,879	5,413	59,123
INJURIES													
Passengers	1,587	1,457	1,406	1,494	1,843	1,889	2,179	2,228	1,7[illegible]6	1,989	1,696	2,022	21,526
Employees	826	634	890	749	764	888	900	939	818	887	848	732	9,875
Others	284	215	281	344	350	345	330	355	337	340	306	363	3,850
Totals	2,697	2,306	2,577	2,587	2,957	3,122	3,409	3,522	2,891	3,216	2,850	3,117	35,251
SERIOUS, INCLUDED IN ABOVE													
Killed	9	8	24	12	18	17	14	17	17	13	19	22	190
Fractured skulls	11	2	7	4	8	6	10	11	11	7	7	5	89
Amputated limbs	3	2	2	....	4	4	1	2	1	3	6	....	28
Fractured limbs	19	23	14	18	7	19	20	18	23	16	17	14	208
Other serious	36	37	76	33	56	89	59	67	55	59	57	74	698
Totals	78	72	123	67	93	135	104	115	107	98	106	115	1,213

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ACCIDENTS ON SURFACE RAILROADS AND REVENUE CAR MILES OPERATED
For the twelve months ended June 30, 1920.

	B. R. T. Co., 37,648,550 car miles	Brooklyn City R. R. Co., 17,453,302 car miles	Third Ave. Ry. Co., 8,911,906 car miles	Union Ry. Co., 9,494,987 car miles	New York Rys. Co., 17,770,296 car miles	New York & Queens Co., 4,232,986 car miles	New York & Harlem R. R., 1,268,873 car miles	8th Ave. R. R. Co., 2,506,066 car miles	9th Ave. R. R. Co., 958,973 car miles	2d Ave. R. R. Co., 1,820,127 car miles	Richmond Light & R. R. Co., 2,466,943 car miles	Manhattan & Queens Traction Co., 901,416 car miles	Manhattan Bridge Three-Cent Line, 509,638 car miles	Long Island Electric Ry. Co., 880,882 car miles	New York & Long Island Traction Co., 1,644,433 car miles	New York & North Shore Traction, 376,609 car miles	Ocean Electric Ry. Co., 504,875 car miles	Van Brunt St. & Erie Basin R. R., 233,367 car miles	Yonkers R. R. Co., 2,414,564 car miles	Westchester Electric R. R., 1,932,129 car miles
Car collisions	354	178	109	95	136	26	1	12	7	11	4	4	.....	6	5	.....	1	.....	3	7
Persons struck	577	264	270	146	451	40	12	44	23	30	15	9	2	7	10	1	14	.....	1	12
Vehicles colliding	4,813	2,681	2,775	1, 519	3,047	389	142	660	363	297	61	45	1	68	97	10	52	1	27	46
Boarding	884	380	134	259	380	119	31	15	13	46	.....	2	.....	11	15	.....	2	.....	2	7
Alighting	1,592	497	265	575	479	164	29	9	6	124	2	1	.....	40	29	1	14	.....	9	16
Electric shock	54	11	1	.....	35	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Derailments	606	395	567	413	234	544	10	24	16	1	92	27	.....	65	52	.....	.....	.....	1	9
Other accidents	2,068	464	1,862	1,655	1,764	739	111	230	89	38	5	78	1	72	76	1	11	.....	25	31
Totals	10,948	4,857	5,768	4,762	6,516	2,021	339	994	517	547	179	156	4	269	284	13	94	1	68	148
INJURIES																				
Passengers	3,582	1,221	900	1,524	1,757	424	61	33	20	151	57	23	.....	68	48	.....	55	.....	12	46
Employees	1,201	161	488	270	1,189	120	76	73	14	1	1	8	.....	8	4	.....	2	1	1	.....
Others	885	380	445	376	911	128	13	53	29	28	36	31	3	25	28	.....	15	.....	8	8
Totals	5,668	1,762	1,833	2,170	3,857	672	150	159	63	180	94	62	3	101	80	.....	72	1	21	54
SERIOUS (included in above)																				
Killed	26	8	6	8	16	6	1	2	.....	1	3	1	.....	.....	1	.....	.....	.....	.....	.....
Fractured skull	23	8	8	3	5	1	.....	1	.....	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....
Amputated limbs	5	.....	11	6	1	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken limbs	48	14	13	14	30	6	4	1	.....	.....	2	.....	.....	1	.....	.....	.....	1	.....	.....
Other serious	43	25	120	104	81	25	4	6	.....	1	10	21	.....	5	9	.....	.....	.....	1	1
Totals	145	55	158	135	133	38	9	11	.....	2	17	22	1	7	10	.....	.....	1	1	1

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ACCIDENTS ON ALL LINES

For the year ended December 31, 1920

	Surface lines	Subway and "L" lines	Trunk lines	Terminal lines	Bus lines	All lines
ons	1,200	52	16	.....	23	1,291
ruck	1,911	85	57	1	15	2,069
truck	17,781	1	58	7	504	18,351
	2,261	3,228	90	.....	76	5,655
	3,774	1,299	158	.....	76	5,307
ocks	112	155	37	.....	.....	304
ts	3,258	71	253	56	.....	3,638
dents	9,206	7,835	4,973	107	387	22,508
s	39,503	12,726	5,642	171	1,081	59,123
INJURIES						
s	9,990	10,141	1,006	.....	389	21,526
s	3,518	2,420	3,742	161	34	9,875
	3,447	111	277	3	12	3,850
s	16,955	12,672	5,025	164	435	35,251
ncluded in the above)						
	76	61	49	2	2	190
skulls	65	21	2	.....	1	89
l limbs	14	6	7	1	.....	28
nbs	122	54	22	3	7	208
ous	521	60	77	20	20	698
s	798	202	157	26	30	1,213

ACCIDENTS ON SUBWAY AND "L" LINES

For the year ended December 31, 1920

	N. Y. Cons. R.R. Co.	Int. Rapid Transit Co.	Hudson & Man. R.R.	Totals
ons	30	22	.....	52
ruck	28	55	2	85
ruck	1	.....	.....	1
	118	3,059	51	3,228
	92	1,183	24	1,299
ocks	26	128	1	155
ts	65	6	.....	71
dents	552	7,191	92	7,835
	912	11,644	170	12,726
INJURIES				
	638	9,350	153	10,141
	101	2,302	17	2,420
	10	101	.....	111
	749	11,753	170	12,672

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ACCIDENTS ON SUBWAY AND "L" LINES — *Concluded*

For the year ended December 31, 1920

	N. Y. Cons. R. R. Co.	Int. Rapid Transit Co.	Hudson & Man. R. R.	Totals
SERIOUS (included in the above)				
Killed	23	36	2	61
Fractured skulls	7	14	.....	21
Amputated limbs	1	5	.....	6
Broken limbs	10	42	2	54
Other serious	12	24	24	60
Totals	53	121	28	202

ACCIDENTS ON TRUNK LINES

For the year ended December 31, 1920

	L. I. R.R. Co.	N. Y. Cent. R.R. Co.	N. Y., N. H. & H. R.R. Co.	N. Y., W. & B. Ry. Co.	Penn. R.R. Co.	S. I. R. T. Co.	Totals
Car collisions	1	7	.....	.....	8	.....	16
Persons struck	38	13	.....	.....	3	3	57
Vehicles struck	8	49	.....	.....	.....	1	58
Boarding	72	18	.....	.....	.....	.....	90
Alighting	106	52	.....	.....	.....	.....	158
Electric shocks	34	1	2	.....	.....	.....	37
Derailments	.....	2	247	.....	3	1	253
Other accidents	1,425	2,002	1,194	.....	299	53	4,973
Totals	1,684	2,144	1,443	.....	313	58	5,642
INJURIES							
Passengers	577	263	80	.....	82	4	1,006
Employees	906	1,711	926	.....	154	45	3,742
Others	68	119	14	.....	66	10	277
Totals	1,551	2,093	1,020	.....	302	59	5,025
SERIOUS (included in the above)							
Killed	22	8	4	.....	3	12	49
Fractured skulls	2	.....	.....	.....	.....	.....	2
Amputated limbs	2	1	3	.....	.....	1	7
Broken limbs	2	17	2	.....	1	.....	22
Other serious	3	7	47	.....	20	.....	77
Totals	31	33	56	.....	24	13	157

This division also makes detailed inspections of car equipment periodically, covering more than fifty car barns. In cases where defective conditions of equipment are noted as likely to cause accidents or interruptions to service, the attention of the respon-

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sible officials of the particular company concerned is immediately called to the condition complained of, by informal means, and later confirmed by letter.

A scarcity of labor and extreme difficulty in obtaining materials have interfered to a considerable degree with the proper maintenance of their rolling-stock by transportation companies during the last year. This condition became noticeable in the equipment of certain companies, and the attention of the Commission was called to it. Conferences were held with representatives of the companies, and in some instances agreements were reached, without the necessity of the issuance of formal orders, to provide the improvements desired by the Commission. In other instances the Commission found it advisable to approve formal orders requiring general overhauling of rolling-stock, changes in methods of inspection, in methods of overhauling, etc. Investigations were made of numerous complaints regarding the operation of cars, and when those complaints were found to be justified the companies were required to take such action as might be necessary to remove the source of the complaint.

Division of Power Equipment and Special Investigations

This division during the year conducted a number of investigations, arising from complaints or questions of operation. New schedules and riders to such schedules affecting rates for electricity and steam have been considered and after due consideration recommendations made to the Commission as to the advisability of allowing such rates to remain in effect after the thirty-day filing period has expired.

Consideration has also been given to the formulation of rules for the safety of employes and the general public, where danger might exist through proximity to moving machinery, electric feeders, falling poles or similar matters. Reports upon the ventilation of cars, tunnels and terminals, as well as the heating and lighting conditions in such cars and structures, have been made. Special attention has been paid to the provisions of independent emergency sources of light supplied in cars and tunnels, where the normal source of supply through accident or emergency might be interrupted.

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The general supervision of the capacity of generating equipment, feeder systems and coal supply of public utility companies is under this division reporting to the Commission in this district, and recommendations have been made with a view to insuring continuity and reliability of service. Studies have also been made in connection with speed control in subway and on elevated lines and also of the necessary train capacity. Conferences were held with the officials of the various transportation companies and recommendations made leading to the installation and modification of block signal systems.

Investigations have been made of the rates for steam supplied to consumers by public utility companies which come under the jurisdiction of this Commission. Recommendations have been made regarding the approval of types of steam meters and other devices used in connection with the supply of steam to consumers.

Examinations have been made of mechanical devices and proposed methods of locomotion and the bureau has also co-operated with the Gas Engineer to investigate a proposed method of gas generation, which have been submitted to the Commission by inventors. This division has also co-operated in the preparation of information as to proposed transportation systems in localities not formerly adequately supplied. This part of the work requires an especially high degree of technical ability.

Inspections and study of explosions in cable manholes in the neighborhood of Lexington avenue east of 60th street and West 26th street have been made. The cause of these explosions was very difficult to determine, except after extended study of a very technical nature. Recommendations were made regarding rules and methods to be used in preventing a recurrence of this trouble.

Numerous complaints have been received and investigated, most of which were due to failure to obtain service or high rates of service, to misunderstanding or objection to the surcharge included in the bill to take account of excess cost of coal and misunderstanding of the specifications controlling the arrangement of customers into contract groups or classes, or similar matters.

Richmond Light and Railroad Company.— Adjustments have been made of complaints from consumers regarding the quality

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of service, use of meters not approved by the Commission, method of determining maximum demand, and the amount of charge for such demand as based on meter readings. Consideration has also been given to complaints regarding refusal of service and investigation of the schedule of rates and of the method of determining the average cost of coal which is used as the base figure in computing the coal surcharge to be applied on bills rendered within a given month.

New York Steam Company.—Investigation has been made of complaints regarding damage to water pipes in streets; excessive charges for steam supplied to consumers; and regarding the heated condition of manholes in streets.

Correspondence was had with the Bureau of Highways regarding a schedule for the repaving of streets so that the disturbance of new pavements because of repairs to steam mains would be avoided as far as possible. Arrangements were made for the continued supply of steam to consumers supplied by means of mains which have to be removed on account of being located on private property.

Information was prepared for consumers and other persons regarding the so-called surcharge to take account of excess cost of coal and also regarding the terms of service under which the company supplies its customers. A report to the Commission was prepared regarding the supply of service to adjacent buildings under common ownership or leasehold and the billing for such service.

Long Island Railroad Company.—Consideration was given during the year to the train facilities provided by the company on its Atlantic Avenue Division, to the illumination of the south stairway of the Livonia Avenue bridge, and to the proposed modification of the names of stations of the company and those of the Interborough Rapid Transit Company, as well as of the New York Consolidated Railroad Company, which, because of their similarity, had caused confusion to the traveling public.

Brooklyn Edison Company, Inc.—As a result of a complaint, arrangements were made to facilitate the installation of electric service on consumers' premises. Investigation of the basic conditions resulting in the coal surcharge included in the rate

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schedule of the company and of the derivation of the actual amount of such surcharge, was made in order to determine the reasonableness of action taken by the Commission regarding such surcharge. Information regarding rates was prepared and transmitted in answer to requests for such information, as well as investigation being made of the relations between public utility companies and the United States government with regard to the supervision exercised by this Commission.

New York Consolidated Railroad Company.— During the year consideration has been given by this division to a number of important subjects, some of which were the passenger count at the Canal Street station, in which this division co-operated with the Transit Bureau; dangerous conditions resulting from lack of signals or inoperative conditions of signals and track trips on the lines; safety conditions at the Canal Street station; the ventilation of cars operated by the company, as well as conditions resulting from lack of signals or inoperative conditions of signals and track trips on the lines; safety.

This division co-operated with the Division of Appraisal and the Accident Division in the preparation of information regarding the valuation of street railway companies reporting to the Commission within this district. The deferred maintenance on their property and cost of material and labor, as well as the increased cost of operation due to war prices, were prepared and transmitted to the Commission for submission to the Legislature.

In co-operation with the Health Department, City of New York, an extended study was made by this division of tests of the ventilation in various types of cars used throughout the city, with a view to formulating rules for the ventilation of such cars to be used in emergency conditions.

In connection with the coal emergency existing during the early part of the year and extending in modified form throughout the summer and fall, this division put into execution the requirements of the regulations prepared by the Commission covering the use of coal by non-essential industries and made recommendations to be submitted through the Public Service Commission to the Interstate Commerce Commission regarding modifications of the rules formulated by the latter Commission.

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Division of Track and Cable Inspection

2,000 miles of track have been inspected periodically by vision during the year. Instances of need of repairs have isclosed and these conditions called to the attention of the l companies. The inspections of track have been general acter, covering the lines of all companies. Owing to the e of labor and materials, several of the companies have ed the Commission that it has been impossible to make ual repairs and replacements, much work being carried ntil the next season, when, it is hoped, conditions will e.

track conditions in the Borough of Queens are very bad Commission has found it necessary to hold several hear- connection with this matter and issue a number of orders ng the companies to rehabilitate their track.

ections and recommendations regarding the type, main- and tests of existing signals with special regard to changes tion of existing signals and the installation of additional leading to the protection of curves and crossings, have ade, as well as the investigation of accidents where signals volved and where the possibility of signal failure might een responsible for the accident.

ections have been made of the drainage and ventilating ent of the subway operating companies to determine if ere maintained in proper condition. There are approxi- 485 drainage pumps and some 63 blowers, which must be cally inspected to see that they are kept in good operating on, ready for emergencies which may arise.

re are within the jurisdiction of this Commission 168 and substations which are inspected regularly by this divi- see that they comply with all of the requirements of the ssion's orders and also to see that the equipment is properly ined in order to insure continuity of service, as well as the of the employees.

of these stations, with the exception of the property of the ond Light and Railroad Company, are well maintained perated. During the past year the Livingston Power

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station of the Richmond Light and Railroad Company has had a number of interruptions to service, which have been caused by defective equipment and lack of operating judgment. Detailed studies have been made of these conditions, hearings held and a number of suggestions offered which, when the contracts for new equipment are completed, should remedy some of the existing difficulties.

Periodic inspections have been made during the year of the stations on the rapid transit lines of the city, of which there are about 1,200, covering station lighting, comfort facilities, collection of inflammable material, ventilating equipment, station signs and other conditions affecting the health of the traveling public. Investigations have been made of complaints as to station conditions and, where complaints have been well founded, suggestions have been made for the improvement of conditions.

Division of Construction Accounts

Investigations of the current expenditures of several companies have been made by this division in connection with reports made periodically to the Commission providing necessary data for the information of the Commission in any future applications for bond issues which may be made by these corporations. Investigations and checks have been made of the expenditures of other companies in connection with applications for permission to issue securities.

Corporations concerning whose current expenditures investigations have been made include The Brooklyn Edison Company, Inc. (Cases 2442 and 2557); Kings County Lighting Company (Case 2559); Queensborough Gas and Electric Company; New York and Richmond Gas Co.; Brooklyn Union Gas Co.; Pennsylvania Tunnel and Terminal Co.; New York Connecting Railroad Co.; New York Edison Co. (Case 2449); Brooklyn Queens Co. and Suburban Railroad Co. (Case 2448); Nassau Electric Railway Co. (Case 2447); United Electric Light and Power Co. (Case 2640); New York and Queens Electric Light and Power Co. (Case 2641). Upwards of $40,000,000 were involved in the class of investigations just mentioned.

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Division of Appraisal

ck was made of the total footage of steam mains relaid
Iew York Steam Company (Case No. 1763).
nnection with the petition of the Brooklyn Union Gas
y, dated March 28, 1919, for an order authorizing the
of $2,800,000 debenture bonds, the engineers of this
have completed the examination of the expenditures
the company during the period from February 1, 1914,
ary 31, 1919, submitted in connection therewith and a
ort has been filed with the Commission. (Case No. 2365.)
nnection with a petition to this Commission for an exten-
gas mains to serve localities in the so-called Springfield
of the Fourth ward of Queens county, the engineers of
vision continued their study which was started in the
rt of 1919 and finished the study of the engineering
involved in this case during the early part of the present

ules were prepared showing the estimated cost of making
ssary extensions and an estimate of the additional income
rived therefrom. The schedules were submitted in evi-
efore the Commission and an order was issued by the
sion requiring the company to supply gas in certain
localities in this so-called Springfield district of Queens

nnection with the application of the Manhattan and
Traction Corporation for an increase in rates, an appraisal
pared by engineers representing the company and sub-
n evidence before the Commission. The valuation so
d was checked in the field by engineers of this division
ndependent appraisal was prepared showing the estimated
construct the property of this company, based upon an
y dated August 1, 1920.
nnection with schedules submitted in evidence by the com-
owing the present operating revenues and operating ex-
nd in addition the revised estimated earnings and expenses
on an assumption of an increased fare, the engineers of
ision checked and prepared an independent estimate of

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the probable revenues under the proposed increase in fare. (Case No. 2416.)

In connection with the complaint of the Edenwald Taxpayers' Association relative to extension of gas mains, conferences were held with representatives of the legal and accounting departments of the Commission in regard to methods of procedure to be followed in presenting the engineering features of the case before the Commission. (Case 2478.)

Gas rate litigation.—At the beginning of this year there were pending in the State and Federal courts seventeen gas company cases to declare confiscatory and void the statutory rate for gas (chapter 125, Laws of 1906, State of New York). In these various suits the complainants named as defendants the Attorney-General of the State of New York, the district attorney of the particular county in which the gas company was operating, and the Public Service Commission of the State of New York for the First District. In order to properly defend these suits a request for a special appropriation was made to the Legislature which was approved. Under the appropriation assigned to this division additional mechanical engineers, assistant mechanical engineers and engineering clerks were appointed in order to prepare the engineering data necessary to a proper presentation of these various gas cases in behalf of the defendant, Public Service Commission.

The work done by the engineers appointed under this special appropriation received from the Legislature has been briefly as follows:

Consolidated Gas Company.—In connection with the presentation of this case before a Special Master appointed by the Federal court, the engineers of this division prepared operating statistics of the company and co-operated with the legal department by appearances in court and advice to the counsel representing the Commission on questions for cross-examination of witnesses on matters pertaining to the engineering features of the case. This case is now closed and an opinion has been rendered by the Federal judge to whom it was assigned.

Brooklyn Union Gas Company.—This case is now being tried before a Special Master appointed by the Federal court and will not be completed by the end of this year.

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In connection with the preparation of the rate base for this company, the Commission's engineers have analyzed the expenditures made by this company during the years 1914 to 1920 and have prepared schedules showing the actual cost of the various items of property acquired by this company during the war period. In addition, study has been made of the reasonableness and propriety of the various charges made by the company to operating expenses during the years 1918, 1919 and 1920, and are preparing schedules on this subject for the use of counsel. During the various legal steps in the procedure followed in presenting this case before the court, the engineers of this division have prepared the engineering data necessary for the trial counsel.

New York and Queens Gas Company.—This case has been heard before a Special Master, testimony closed, and opinion has already been filed by the District Judge.

In the preparation of the engineering features involved in the presentation of this case before the court, the engineers of this Commission co-operated with the engineers representing the Attorney-General's office in the preparation of the rate base submitted in evidence on behalf of the defendants. The engineers of this division were present during the trial of the case and advice was given and questions were prepared for counsel during the examination and cross-examination of witnesses.

Central Union Gas Company.—This case is at present being tried before a Special Master and it is questionable whether the Special Master sitting in this case will be able to file his report this year.

Conferences between representatives of the Commission, the Attorney-General's office and the corporation counsel of the City of New York have been held at various times in connection with the methods of procedure to be followed in presenting the legal, accounting and engineering features involved in this case.

Engineers of this division have co-operated in the preparation of necessary preliminary engineering data and have, under the direction of counsel, conferred on all engineering matters involved in the preparation of the necessary legal papers. Hearings before the Special Master have been attended and advice has been given to counsel and questions have been prepared in connection with the examination and cross-examination of witnesses. The engineers have prepared a preliminary study to ascertain the

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reasonableness or unreasonableness of the operating expenses as shown by the books of the company for the years 1918, 1919 and 1920.

Kings County Lighting Company.— The case was heard before a Special Master appointed by the Federal court, report filed by the Special Master and an opinion rendered by the Federal District Judge. In the presentation of this case before the Special Master various appraisal data available in the Commission's file were at the disposal of the court and certain preliminary schedules were made up. Testimony was given in the trial of this case by engineers representing the Commission and advice given to counsel on the methods of presenting the engineering features and in connection with the examination and cross-examination of witnesses.

Bronx Gas and Electric Company.—Application for the appointment of a special referee has been made. Preliminary work has been done in connection with the examination of the engineering data now available in the files of this division and conferences have been held with engineers representing the city of New York in connection with the original appraisal made by this Commission in 1910.

The following gas cases are still pending: the Brooklyn Borough Gas Company, the Jamaica Gas Light Company, the East River Gas Company of Long Island City, New Amsterdam Gas Company, New York Mutual Gas Light Company, Northern Union Gas Company, Standard Gas Light Company, Richmond Hill and Queens Gas Light Company, Woodhaven Gas Light Company and the Newtown Gas Company.

Requests for information from outside sources.— Requests have been received from time to time from the Special Franchise Bureau of the State Tax Department in reference to the Commission's method of procedure in inventorying, pricing and depreciating the property of utility companies. Expert appraisers representing the Special Franchise Bureau have called at this office at various times in order to obtain the valuations of certain utility properties which have been submitted in evidence before the Commission in connection with various rates and capitalization cases which have been decided by the Commission.

Requests have been received from other State Commissions during the past year in connection with the methods of valuation

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followed by this Commission and particularly the methods followed in depreciating the property of various utilities which have been appraised.

Division of Electrical Laboratory

The testing of electric meters upon complaint and other matters of a similar nature have been handled by this division. In addition it has checked monthly the primary standards, which are certified once during the year by the United States Bureau of Standards, and the secondary standards, which are used for certifying the test standards of the Flatbush Gas Company and the Queens Borough Gas and Electric Company and the Richmond Light and Railroad Company.

Meter tests — Case 2202.— The work of the meter departments of the various lighting companies has been kept under surveillance to insure compliance with the requirements of the order in the above case. When conditions seemed to warrant, an investigation has been conducted to ascertain first-hand facts, and in this connection a survey of the records of the Richmond Light and Railroad Company disclosed the fact that the only class of tests being carried on by that company were upon complaint, periodic and office tests having ceased owing to shortage of help. Tests have been made on current and potential instrument transformers for the various companies to determine data for ratio and phase angle curves.

Tests of new types of meters — Case 1099.—A number of new types of watt-hour meters were submitted by the various companies for the standardizing laboratory tests prescribed for their acceptance under the order.

Order certifying meters if acceptable under the specifications of Case 1099.—After analysis of curves and data prepared from acceptance tests a number of watt-hour meters have been certified for use on the circuits of companies within this district. The various orders issued from time to time in this case have been assembled and compiled with a revamping of material to facilitate issuance of a complete and compact order covering the work in this case for the past twelve years.

Approval tests on watt-hour maximum demand devices — Case 1451.— Tests have been made and approvals issued on several maximum demand measuring instruments.

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Installation of electrical devices in buildings — Case 2115.— In connection with the requirements of the order in Case 2115, examinations were conducted at intervals during the installation of twenty high voltage service equipments in plants of customers of lighting companies. Twenty-one appliances have been tested and approved and certificates of approval issued to the companies permitting the use of these appliances. Revision of the material in this order is in progress.

Installation and use of electric equipment by public service corporations — Case 2062.—Approximately 180 applications have been made in connection with the orders in above case and about 26 applications are now on file pending the result of inspections being made from time to time as to the erection of machinery and the progress of electric wiring. A revision of the wording in this case is now being arranged.

Illumination tests.— Investigations involving photometric measurements in the field have been made of the lighting conditions of stairway passageways, ticket booths and platforms in stations of the New York Municipal Railway Corporation, Interborough Rapid Transit Company and the Long Island Railroad Company, regarding which complaints have been received.

An investigation was also made of all lighting at stations on the New York Municipal Railway Company's line from Gold street to 86th street, Brooklyn.

Electrolytic investigations.— Investigations have been made and tests conducted to learn the extent of electrolytic corrosion on water pipes and structures. Surveys have been made in the section of New York City bounded by 58th street to 68th street and Lexington and Third avenues. At No. 1784 Pitkin avenue, Brooklyn, an investigation was made into the conditions surrounding the erosion of lead water pipe services to the building. Electrical measurements were taken to secure data as an aid to the analysis of the problems involved.

Service investigations.— The work carried on in connection with service investigations has been extremely difficult, having involved approximately 850 inspections at as many different premises located throughout all the boroughs. In connection with this work, chart-drawing instruments have been installed at complainant's premises and kept under periodic observation,

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n by field measurements for estimates of validity of
onnection charges and checks for distance of premises
s. Lack of service, due to failure of lines, burning out
rmers, etc., has been investigated and reported. Service
ns have been secured for many complainants, and in
disputed bills satisfactory adjustments made involving
gregate large sums of money.

gation of meter practices in the Borough of Richmond
dicated an error in the use of register constants in con-
ith type R. O. Maximum-Power Demand meters, a sur-
made which finally resulted in the return of thousands
to consumers.

Division of Locomotive Boiler Inspections

ork of locomotive boiler inspections has been increased
e year, as 233 locomotives have been added to the num-
ously reported to this Commission. At present there are
notives being reported to this Commission for inspection

investigations have been made by the Commission's
e boiler inspector and there have been received and
ng the year certificates and reports of inspection in
ce with the order of the Commission in Case 1301.

cs as to the number and condition of locomotive boilers
e jurisdiction of this Commission are shown in the
tables:

erage age, the number and the distribution of locomo-
ording to their ownership, are given below:

ilers reported under 10 years of age	112
ilers reported between 10 and 20 years of age	132
ilers reported between 20 and 30 years of age	119
ilers reported between 30 and 40 years of age	19
ilers reported over 40 years of age	2
	384

MPANY	Number of locomotives reported	Average age
l	8	9.5
ad of New Jersey	1	8
nal	1	12
kawanna & Western R. R.	9	20
ern District Terminal	10	24
	8	12.3
Rapid Transit Company	4	36

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COMPANY — *Concluded*	Number of locomotives reported	Average age
Jay Street Connecting Railroad	2	25
Lehigh Valley Railroad	11	11
Long Island Railroad	153	26.8
New York Central Railroad	60	19.5
New York Dock Railroad	8	16
New York, New Haven and Hartford Railroad	25	10.6
Pennsylvania Railroad	8	12
Staten Island Rapid Transit Railroad	63	11
Proctor & Gamble	3	6
Total	384	19.3

The following table shows defects in locomotive equipment reported during the year:

Number of locomotives in operation	384
Number of locomotives in shop undergoing repairs	36
Number of inspections made of locomotives	1,675
Boilers, flues and fire-boxes leaking	70
Foundation rings leaking	20
Air, steam and vacuum brake equipment, defective	18
Safety appliances, defective	30
Boiler mountings in cab, defective	35
Boiler mountings outside of cab, defective	28
Metalic packing leaking	75
Steam chests leaking	60
Cylinder heads leaking	10
Feed pipes to injectors leaking	30
Tank hose leaking	16
Steam heat pipes leaking	15
Water glasses without guards	6
Lubricator glasses without guards	5
Number of boilers found with broken stay-bolts	22
Number of boilers not conforming to our regulations	2
Number of defective gauge-cocks reported	40
Number of defective water-glass cocks reported	38
Burst flues found and reported	6
Number of locomotives found with leaks which would tend to obstruct the vision of the engineer	32
Number of locomotives found with sharp flanges and flat spots on engine truck and tender truck wheels	14
Number of locomotives found with defective plates in boilers	3
Number of locomotives taken out of service on account of defects which were considered dangerous by inspector	20

Division of Engineering Statistics

During the year, in addition to the work of maintaining the unit cost file of the Commission, assistance was given in the preparation of testimony in rate and other cases where the subject of costs came into consideration. Special studies and investigations were made in connection with the subject of transportation conditions in Staten Island, the electrification of the Staten Island Rapid Transit System (Case 2455), and in reference to existing and new equipment of the Richmond Light and Railroad Company, and in other matters coming within the scope of this division.

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CHAPTER IX

GULATION OF LIGHT, HEAT AND POWER CORPORATIONS

; the year 1920 the Commission continued its regulation
c light, gas, heat and power companies. Owing to the
the fiscal year for gas and electric companies ends with
dar year, the last complete figures available for these
s are those for the year ended December 31, 1919.

owth of the gas and electric business in New York City
Commission was organized in 1907 is shown by the
comparative figures as to the number of employees, the
f wages paid, the number of consumers and revenues,

	1908	1919
ployes	13,377	22,290
oyes	$10,856,991	$28,223,606
sumers	1,194,218	2,067,009
sales	$53,806,023	$90,992,769
me	$13,195,912	$16,184,374
income	$9,164,296	$13,854,066

1919 the gas companies sold to the public 51,220,-
cubic feet of gas, and received therefor the sum of
96, representing an average price of 82.13 cents per
ic feet. The increase in the amount of gas sold was
00 cubic feet, or 1.19 per cent more than in the previous
revenue from sales was $821,151, or 1.99 per cent more
918.

9 the electrical companies (exclusive of the Long Acre
Riverside, which are public service corporations only by
of legal definition) sold to the public 1,103,466,493
hours, and received therefor $48,927,373, an increase
6,850 kilowatt hours, or 14.49 per cent over the previous
e revenue received in 1919 was 18.27 per cent more
918.

he operating income, or excess of revenues over expenses
, of the gas companies decreased from $3,625,410 in
63,730 in 1919, the operating income of the electrical
increased from $12,796,462 in 1918 to $16,120,644

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in 1919. The combined operating incomes of the two services, however, show a decrease of $237,498, or 1.45 per cent below the figure for 1918.

While no figures are available for the current year, there are indications that the respective positions of the gas and electric companies, with respect to income, may be reversed, in view of the fact that while the cost of coal for both services has materially advanced, several of the gas companies during the year were allowed by the courts to make important increases in their rates, which will doubtless be reflected in the reports of their revenue for the present year.

The following table gives the capitalization, output and sales of the gas, gas-electrical and electrical companies, and also the capitalization of and rentals received by the two conduit companies which operate in New York, as of the beginning of 1920:

CAPITALIZATION, OUTPUT, AND SALES OF GAS AND ELECTRICAL COMPANIES—YEAR ENDED DECEMBER 31, 1919

Company	Capitalization (stocks and bonds)	Gas (M cu. ft.) and Electricity (kw. hrs.)— Generated	Distributed	Amount of consumers' bills [1]
Consolidated gas companies	$204,653,247	34,208,134	31,399,649	$25,162,909
Consolidated Gas Co. of N. Y..	124,278,247	7,221,664	18,576,440	14,846,908
Astoria L., H. & P. Co.....	15,000,000	11,093,887	1,219	975
New Amsterdam Gas Co.[2].....	40,300,000	6,230,168	3,683,410	2,941,153
Central Union Gas Co.....	7,055,000	3,451,475	2,815,976	2,252,224
Standard Gas Light Co.....	10,444,300	2,514,786	2,331,739	1,864,801
N. Y. Mutual Gas Lt. Co.....	3,409,700	3,316,068	1,811,202	1,448,274
Northern Union Gas Co.....	2,750,000	.....	1,843,422	1,473,955
N. Y. & Queens Gas Co.....	1,416,000	380,086	336,241	334,614
Brooklyn Union gas companies [3]	35,530,000	18,928,231	15,669,116	12,835,850
Brooklyn Union Gas Co.....	35,000,000	18,928,231	13,725,602	10,972,062
Newtown Gas Co.....	60,000	.....	1,079,492	1,017,451
Woodhaven Gas Lt. Co.....	20,000	.....	391,308	383,454
Jamaica Gas Light Co.....	200,000	.....	303,916	297,648
Richmond Hill & Q. C. G. Lt. Co.....	250,000	.....	168,798	165,213
Other gas companies	9,928,000	2,881,058	2,433,037	2,405,325
Kings County Ltg. Co.....	5,178,000	1,566,628	1,279,345	1,204,898
Brooklyn Borough Gas Co.....	1,750,000	682,766	599,501	647,415
N. Y. & Richmond Gas Co....	3,000,000	631,664	553,691	553,012
Total, gas companies.....	$250,111,247	56,017,423	49,501,802	$40,404,085

NOTE.— At their face value, the total securities outstanding, exclusive of the Richmond Light and Railroad Co. (included in the corresponding summary for transportation companies) aggregate $435,558,948, of which $139,548,461 are held by associated gas or electrical companies, leaving $296,010,487 in the hands of the outside public.

[1] For energy only. Does not include the sale and renting of appliances, etc. Fractions of a dollar were included in summation but are omitted in publication.

[2] Includes business conducted under name of East River Gas Co., capital stock of which ($1,000,000) is held by New Amsterdam, and not included in table.

[3] Flatbush Gas also belongs to Brooklyn Union system.

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CAPITALIZATION, OUTPUT, AND SALES OF GAS AND ELECTRICAL COMPANIES — YEAR ENDED DECEMBER 31, 1919 — *Concluded*

COMPANY	Capitalization (stocks and bonds)	GAS (M CU. FT.) AND ELECTRICITY (KW. HRS.)— Generated	Distributed	Amount of consumers' bills
Gas-electrical companies				
Flatbush Gas Co.[3]	$200,000	G	1,037,169	$828,521
		E 10,601,389	6,554,654	714,319
Queens Borough G. & E. Co.	4,032,100	G 527,587	471,931	582,408
		E 7,456,400	5,072,474	556,064
Bronx Gas & E. Co.	1,596,500	G 236,677	209,538	250,380
		E 3,947,280	2,505,044	225,252
Total, gas-electrical co's.	$5,828,600	G 764,264	1,718,638	$1,661,310
		E 22,005,069	14,132,172	1,495,635
Electrical companies				
N. Y. Edison Company	$104,067,417	787,599,562	619,300,503	$28,172,381
Brush Elec. Illg. Co.	999,000	(Lessor company)		
United Elec. L. & P. Co.	10,177,684	331,172,000	141,015,752	4,995,117
N. Y. & Queens E. L. & P. Co.	5,025,000	4,054,690	54,680,368	2,789,336
Total, Consol. system	120,269,101	1,122,826,252	814,996,623	35,956,836
Brooklyn Edison Co., Inc.[4]	36,451,000	338,060,000	255,716,888	10,611,175
Amsterdam E. L. H. & P. Co.	800,000	(Lessor company)		
Richmond L. & Railroad Co.	[5] [5,071,750]	39,628,850	[6] 18,620,800	[6] 863,726
Long Acre E. L. & P. Co.[7]	550,000	113,441	81,941	3,071
Riverside L. & P. Co.[7]	5,000	.....	29,694	2,601
Total, electrical companies.	$158,075,101	1,500,628,543	1,089,445,946	$47,437,410
Total of foregoing [8]	$414,014,948	G 56,781,687	51,220,440	$42,065,396
		E 1,522,633,612	1,103,578,118	48,933,046
Conduit companies	21,544,000	(Conduits rented)		[9] 2,023,250
Consolidated Tel. & El. Sub. Co.	4,810,000			.....
Empire City Subway Co.	16,734,000			[9] 1,802,173
Grand total	$435,558,948	———	———	$94,823,866

[3] Flatbush Gas also belongs to Brooklyn Union system.
[4] Edison Elec. Illg. Co. of Bklyn. and Kings Co. E. L. & P. Co. merged Jan. 27, 1919, under name of Brooklyn Edison Co., Inc.
[5] Capitalization of both railway and lighting departments; included in transportation summary and excluded from these totals.
[6] Energy (12,525,498 kw. hrs.) supplied to company's railroad department and associated railways is not included.
[7] These two small companies are not included in the extended tables of the statistical report.
[8] Includes a small amount of electricity furnished free to the City under franchise requirements.
[9] Rent of conduits, etc.

The following comparative summary gives the details of the results of the operations of the gas and electrical companies for the years ended December 31, 1908 to 1919, inclusive:

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COMPARATIVE SUMMARY OF OPERATIONS OF GAS AND ELECTRICAL COMPANIES FOR THE YEARS ENDED DECEMBER 31, 1908–1919

[Intercompany sales, being duplications, are eliminated. Minor companies, like the Long Acre E. L. & P. Co., Riverside L. & P. Co., and Bowery Bay E. L. & P. Co., whose operations have been inconsiderable have been omitted since 1915. Data applicable to a single date refer to the close of the year. For further explanations, see Statistics of Light, Heat and Power Companies, constituting Vol. III of this report.]

Gas supply	1908	1909	1910	1911	1912	1913
Number of employees	7,798	8,754	10,051	11,440	11,462	11,051
Total salaries and wages	$6,338,947	$6,872,791	$7,864,468	$8,972,830	$9,909,983	$9,848,458
Number of consumers	1,085,486	1,165,798	1,236,062	1,286,717	1,323,074	1,371,114
Miles of main	3,431	3,537	3,642	3,750	3,863	3,994
Manufacturing capacity (M cu. ft.)	227,828	226,700	229,450	244,700	264,700	256,700
Gas manufactured (M cu. ft.)	36,511,025	39,415,444	41,904,066	43,293,986	45,397,728	45,671,856
Average per day	99,756	107,988	114,806	118,614	124,038	125,128
Gas distributed (M cu. ft.)	34,290,407	36,698,148	39,168,401	40,368,354	42,138,516	42,731,869
Increase, per cent	———	7.02	6.73	3.15	4.39	1.41
Revenue from gas sales to public	$32,408,498	$29,833,599	$31,863,755	$32,844,656	$34,319,912	$34,835,211
Average price per M cu. ft	[1] 94.51¢	81.20¢	81.35¢	81.36¢	81.45¢	81.52¢
Operating costs — net [2]	$16,889,354	$15,711,709	$16,586,126	$17,294,177	$19,126,314	$19,892,228
Total revenue deductions — net	23,158,355	19,269,314	20,492,154	21,432,094	23,283,796	24,326,847
Operating income (as adjusted)	[1] 4,824,144	10,564,285	11,371,601	11,412,561	11,036,116	10,508,364
Electricity supply						
Number of employees	5,579	6,678	7,320	8,320	9,074	9,653
Total salaries and wages	$4,518,044	$5,235,405	$5,856,837	$6,877,846	$7,757,291	$8,376,708
Number of consumers	108,732	127,762	157,096	190,580	223,981	238,873
Connected load (kw.) [3]	———	540,101	610,386	695,630	816,167	863,272
Generating capacity (kw.) [4]	213,685	224,527	246,442	292,662	346,242	388,612
Energy generated (kw. hrs.) [5]	452,235,409	472,559,920	525,165,353	595,153,865	707,058,865	877,539,888
Average per hour	51,484	53,945	59,950	67,940	80,494	100,176
Energy sold to public (kw. hrs.) [6]	310,376,762	323,451,801	360,341,589	406,931,943	495,057,370	651,235,101
Increase per cent	———	4.21	11.41	12.93	21.66	31.55
Revenue from sales to public	$21,397,525	$23,058,606	$25,382,824	$27,737,104	$29,990,908	$32,897,660
Revenue deductions — net [7]	13,025,657	13,819,705	15,074,944	12,927,858	14,650,578	16,365,026
Operating income (as adjusted)	8,371,868	9,238,901	10,307,879	14,809,245	15,340,330	16,532,634
Gas and electrical companies combined						
Gross income applicable to corporate and leased properties	$19,855,954	$26,393,405	$28,764,340	$33,530,281	$34,138,732	$34,898,884
Interest, rent, etc	10,691,658	9,558,029	9,245,004	10,815,263	11,072,330	12,065,249
Net corporate income	9,164,296	16,835,376	19,519,336	22,715,018	23,066,402	22,833,635
Dividends	7,462,706	8,416,651	9,588,351	11,267,003	11,890,130	11,378,911
Accumulated surplus	23,055,817	30,242,605	40,452,005	46,171,397	50,855,621	56,783,410

Gas supply	1914	1915	1916	1917	1918	1919
Number of employees	10,246	10,371	10,370	10,163	10,721	10,496
Total salaries and wages	$9,608,836	$9,351,406	$9,499,258	$10,098,066	$12,081,173	$13,244,849
Number of consumers	1,390,701	1,439,378	1,489,770	1,524,195	1,536,737	1,567,115

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Miles of main	4,070	4,145	4,197	4,229	4,244	4,295
Manufacturing capacity (M cu. ft.)	256,250	256,150	260,150	262,170	277,720	287,270
Gas manufactured (M. cu. ft.)	47,051,661	45,668,377	48,233,555	51,772,830	55,641,424	56,781,681
Average per day	128,909	125,119	131,786	141,843	152,442	155,566
Gas distributed (M cu. ft.)	43,726,927	42,539,668	44,565,753	47,034,083	50,617,459	51,220,440
Increase per cent	2.33	D 2.72	4.76	5.54	7.62	1.19
Revenue from gas sales to public	$35,685,444	$34,768,078	$36,372,618	$38,272,523	$41,244,245	$42,065,396
Average price per M cu. ft	81.61¢	81.73¢	81.62¢	81.37¢	81.49¢	82.13¢
Operating costs — net [2]	$21,018,320	$19,238,456	$19,905,769	$25,414,940	$31,586,514	$36,319,714
Total revenue deductions — net	25,498,695	24,239,967	23,083,747	30,742,924	37,618,834	42,001,666
Operating income (as adjusted)	10,186,750	10,528,111	10,288,872	7,529,599	3,625,410	63,730
Electricity supply						
Number of employees	9,285	10,144	10,723	10,153	9,314	11,794
Total salaries and wages	$8,906,006	$9,039,717	$9,828,105	$10,698,548	$11,835,938	$14,978,757
Number of consumers	265,254	306,217	360,689	410,140	433,894	499,894
Connected load (kw.) [3]	956,476	1,047,518	1,343,462	1,392,816	1,465,266	1,560,868
Generating capacity (kw.) [4]	435,112	493,462	485,712	528,600	530,375	650,975
Energy generated (kw. hrs.) [5]	917,977,516	989,359,588	1,146,310,504	1,200,755,111	1,325,020,354	1,522,520,171
Average per hour	104,792	112,934	130,500	146,205	151,258	173,804
Energy sold to public (kw. hrs.) [6]	687,582,209	727,004,884	846,201,369	937,118,422	963,799,643	1,103,466,493
Increase per cent	5.58	5.73	16.40	10.74	2.85	14.49
Revenue from sales to public	$34,878,022	$34,936,019	$38,687,806	$40,802,469	$41,370,452	$48,927,373
Revenue deductions — net [7]	17,655,338	19,300,896	21,233,002	26,298,402	28,573,990	32,806,729
Operating income (as adjusted)	17,222,684	15,635,123	17,454,804	14,504,067	12,796,462	16,120,644
Gas and electrical companies combined						
Gross income applicable to corporate and leased properties	$35,922,895	$36,089,564	[8] $38,712,153	[8] $33,254,811	[8] $27,706,618	[8] $28,116,441
Interest, rent, etc	11,685,724	12,842,680	[8] 13,922,819	[8] 14,491,923	[8] 14,925,021	[8] 14,262,375
Net corporate income	24,237,171	23,246,884	24,789,334	18,762,888	12,781,597	13,854,066
Dividends	12,556,486	14,197,809	14,625,935	14,157,356	13,727,845	14,916,497
Accumulated surplus	60,938,642	67,790,494	73,865,734	74,504,503	73,118,521	75,228,154

[1] Based on amount billed at the $1 rate. The Supreme Court's decision in 1909 upholding the 80¢ law of 1906 required the return to consumers of the portion illegally collected. The amount reserved by the companies for this purpose is deducted before stating operating income.

[2] I. e., operating expenses (exclusive of depreciation) less revenue from intercompany sales, residuals, and miscellaneous sources.

[3] Beginning with 1912, includes railway load except that of the Richmond Light & R. R. Co. (see note " 6 "). The principal item of railroad load is that of the Third Avenue system.

[4] Beginning with 1912, includes the capacity of the Kingsbridge station (rated as 28,000 kws. in 1912 and 1913 and as 32,000 kws. thereafter), leased by the Third Avenue Railway Company to the New York Edison Company.

[5] After 1914 gross, i. e., including energy used at generating stations.

[6] Energy used by Richmond L. & R. R. Co. and associated companies for transportation purposes is not included in sales.

[7] Operating expenses, uncollectible bills and taxes, less all revenue other than for energy sold to consumers.

[8] In the form of report adopted by the Commission in 1916, rents paid for property used in gas or electrical operations are deducted from operating income before stating gross income; but in order to preserve comparison with previous years these payments (amounting to $5,132,845 in 1916, $5,542,582 in 1917, $5,716,175 in 1918 and $3,894,275 in 1919) are here shown as deductions from gross income.

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Gas Bureau

The Commission maintains a Gas Bureau in charge of the chief gas engineer, who has under his supervision a staff of inspectors, meter testers, chemists, etc. The force comprises fifty-one employees.

During the year 1920 more than 6,000 complaints were investigated, 5,489 gas meters were tested upon application of gas users, and 326,999 additional meters were tested under the provision requiring that all meters before being installed should be tested and sealed by the Commission. A large number of the complaints received by the Commission require personal attention by its inspection force, whereas other complaints are adjusted by correspondence. All matters are satisfactorily explained to the complainants, and numerous letters of thanks are on file with the Bureau, showing the appreciation of the public of the Commission's efforts in this direction.

Inspection of gas plants, study of raw material, analysis of coal and oil, tests of gas, surveys in connection with gas main extension, surveys in connection with gas pressure, advice to the Commission and counsel on gas matters, preparation of matters in connection with gas proceedings, etc., and the study of new methods of gas production are all included in the Bureau's activities.

The year just closed has furnished the Commission with a wide variety of gas problems, the most serious of which was the difficulty experienced by some companies in gas manufacture. This was due to a scarcity of suitable gas oil. In some instances the gas production problem was so acute that continuance of service was doubtful. The situation is not yet entirely relieved. In this respect, and because of the scarcity of coal (which means an increased use of gas), the furnishing of adequate service during the winter threatened to become a serious problem. A substantial improvement is now apparent.

Kings County Lighting Company.—A typical illustration of the difficulties caused by the scarcity of good gas oil and the high costs of manufacture is given in the case of the Kings County Lighting Company, which serves an important part of the Borough of Brooklyn. The affairs of this company have

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been given a great deal of attention by the Commission during the year.

In January last, Justice Greenbaum, of the State Supreme Court, decided against the company in the latter's suit to have the statutory rate of 80 cents per thousand cubic feet declared confiscatory. The company was charging 95 cents by order of the Commission, but it was impounding the 15 cents difference. Failing to get relief in this action, the company claimed that it was financially unable to assume any additional burden in the matter of extensions and additions to its existing plant and distribution system which our gas engineer had found to be inadequate to the demands of the citizens entitled to gas service from the company.

On March 8, 1920, the company announced that it would not be able to furnish gas service for applicants thereafter. The Public Service Commission immediately ordered a hearing, and as a result of its investigation issued an order on March 13, 1920, directing the Kings County Lighting Company to supply with gas all applicants living within the prescribed legal distance of its mains. The company, alleging financial inability, refused to obey the order of the Commission. Thereupon the Commission applied to Justice Fawcett, of the Supreme Court, Kings county, for a writ of mandamus to compel the company to comply with its order. Justice Fawcett referred the matter to Hon. Herbert T. Ketcham as referee, who reported against the Commission, finding that the company had not the financial ability, under its existing rates, to provide the service ordered. Upon the referee's report the Commission's application for mandamus was denied, and in consequence the enforcement of the order was made impossible.

On May 8, 1920, the company notified Commissioner Nixon that it was about to close down its gas plant. As the shutting down of such an important utility would have caused great hardship to the public, Commissioner Nixon ordered an immediate investigation. The investigation disclosed that the productive capacity of the plant had been materially lessened, because of the inferior quality of the gas oil then obtainable and of the fact that the company had no reserve equipment. In view

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of the seriousness of the situation, and upon the advice of the gas engineer, the management of the company was authorized to reduce the quantity of oil used in the process of gas manufacture so that the difficulties might be minimized. This instruction was given with the full knowledge that a reduction in the quantity of oil would mean a lower candle-power in the gas supplied. It was a choice, however, between taking this step and permitting the company to close its plant and thus deprive thousands of people of their gas supply.

The Commission's engineering force then made a complete investigation of the company's plant and facilities, and their report to the Commission showed that its gas production equipment was inadequate to supply its rapidly growing business. In June, 1920, the Commission issued an order directing the company to begin immediately the installation of adequate equipment and auxiliaries to meet the needs of the people in its territory. The company did not comply with this order, claiming that its financial condition rendered it incapable of so doing.

Meanwhile the company had instituted a proceeding in the United States courts to obtain relief from continued operation at the rate then allowed. This proceeding culminated, in October, 1920, in a decision by Judge Charles F. Hough, who held that the statutory rate was confiscatory, gave the company permission to fix a reasonable rate and restrained the Public Service Commission and other authorities from interfering with the company's collection of a charge in excess of that fixed by statute. On October 22, 1920, the company filed with the Commission a new tariff providing for a rate of $1.50 per thousand cubic feet. Under the law the Commission had no right to suspend this tariff. However, the law provides that no such change in rate can be made until after thirty days' notice to the public and filing with the Commission, except on special permission granted by the Commission, for good cause shown. In the absence of cause for such special permission the Commission formally notified the company that even if the rate of $1.50 were allowed to stand it could not take effect until November 22, 1920, or thirty days after the tariff had been filed with the Commission. The Commission made application to the Federal Court for a

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modification of the decree, but its application was denied late in December, Judge Hough holding that the rate of $1.50 was not inequitable.

Since March, 1920, approximately 2,500 applicants have been unable to obtain gas from the Kings County Lighting Company. The company is furnishing gas to its old customers and to emergency cases among new applicants. It is also beginning work in improving its plant in conformity with the orders of the Commission, and expects to be in a position to increase its gas production by approximately 25 per cent in the near future. The Commission on December 15, 1920, gave it authority to issue $2,000,000 in preferred stock, and the proceeds to the extent of $1,750,000 are to be immediately expended upon the improvement and extension of its plant and facilities.

There has been some complaint as to the failure of this company and other gas companies in Brooklyn to supply gas of a twenty-two candle-power standard. On account of the inferior quality of the gas oil available the Commission has recognized that some of the gas companies were not complying with the candle-power standard, while other companies, which were able to get better oil, were continuing to supply gas of high candle-power. The question of the candle-power standard has been considered in litigation in various courts. The United States Supreme Court, in passing upon the original Eighty-Cent Gas Law, held that the penalty provision of the statute for non-compliance with the candle-power standard was unconstitutional. In various gas proceedings before the State and Federal courts during the last year the question of candle-power violation was raised by the Commission's counsel, but in no instance did the courts recognize this question as material. Generally speaking, the deterioration in the candle-power of the gas supplied by certain companies has not inflicted any hardship on the public. For cooking purposes and for use with mantle burners the lower candle-power gas has been practically as satisfactory as that of high candle-power, and only in the cases of those who use open-flame burners has there been cause for dissatisfaction. There is no question that with this class of burners the lower candle-power gas does not give the same illumination as the high candle-power

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quality, but the tendency for years has been to discard open-flame burners and substitute mantle lamps. In a great many cases the chief gas engineer found that adjustments of gas apparatus had to be made in order to get the best results out of the lower candle-power gas, and the Commission's inspectors have been the means of making such adjustments in a great many cases.

There is now every prospect that the Kings County Lighting Company will be able to improve its plant and distribution system so as to serve properly all consumers in its territory.

Brooklyn Borough Gas Company.— The high price of gas oil also figured prominently in the operations of the Brooklyn Borough Gas Company. This company, after litigation, was relieved from the obligation of charging 80 cents per thousand cubic feet, which was fixed as the maximum price by the Legislature in 1916. The company then brought the matter before the Commission for the fixing of a proper rate. The case is known as Case No. 2320 and it came up originally in 1918.

The order entered late in that year fixed the maximum price to be charged by the above company for gas as follows:

> (A) On and after the date of said order (December 12, 1918) to and including December 31, 1919, $1.10 per 1,000 cubic feet of gas sold and delivered to consumers.
>
> (B) On and after January 1, 1920, to and including June 30, 1920, 95 cents per 1,000 cubic feet of gas sold and delivered to consumers.

By an order entered late in 1919 and orders entered early in the year 1920 the $1.10 rate aforesaid for the Borough Company was continued to and including March 20, 1920. On that date the Commission made an order increasing the $1.10 rate to $1.15, said increase to extend to and including December 31, 1920.

This rate the Commission considered at that time to be just and reasonable and sufficient for the needs of the company. However, it was based in part upon the expectation that the cost of gas oil to the company would remain as fixed in its then existing contract, namely, at the price of 7¾ cents per gallon. The company's old contract for gas oil expired in August, 1920.

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Under date of June 18, 1920, the company addressed a letter to the Commission stating that in negotiating for a new contract for gas oil, the best possible price it could obtain was 14 cents per gallon, an increase over the old price of 6¼ cents. The Commission, upon receipt of this letter, made an order directing that a hearing be held to further consider the need for an increase in this company's rate on account of the increase in the cost per gallon of gas oil. At the hearing the Commission verified the fact that 14 cents per gallon for gas oil was the prevailing price in the market and the best that could be obtained.

The Commission thereupon on July 2, 1920, made an order increasing this company's rate from $1.15 per thousand cubic feet of gas sold and delivered to $1.40, same to take effect on and after August 1, 1920, and continue to and including July 31, 1921. As it takes four gallons of gas oil to manufacture 1,000 cubic feet of gas, the 25 cents' increase in rate offset the 6¼ cents' increase per gallon of gas oil. The July order also granted to this company permission to change not later than October 1, 1920, its standard of gas from that of 22 candle-power to that of the British Thermal Unit (B. T. U.). This first departure in change of standard by the Commission was made upon recommendation of its Gas Engineer.

By changing the gas standard to the British Thermal Unit the gas engineer stated that a lesser amount of oil would then be required in the manufacture of gas at that standard than at the 22 candle-power standard and the proportionate amount saved would about equal the increased cost thereof. As the Commission desired very much to keep the rate of gas down to the lowest possible rate under the conditions that prevailed, the change of standard was decided upon. The order of July 2, however, made this provision, that immediately upon the inauguration of such change of standard and concurrently therewith and continuously thereafter, during the term of the Commission's order, the Borough Company shall make such reduction in the maximum rate of $1.40 as shall be warranted by the economies effected by the change and shall make such reasonable reduction in such maximum rate as shall be prescribed by the Commission by supplemental order and shall charge for the gas

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manufactured, distributed and sold under such new standard not to exceed a reasonable rate and not to exceed such reasonable rate as shall be fixed by the Commission by supplemental order.

Furthermore, the order provided that the company shall keep and file promptly with the Commission records to show, month by month, the revenues, expenses and resources of the Borough Company and its additions to and deductions from its capital account. This provision was embodied so as to permit the Commission to keep in close touch with the company's affairs, and to determine whether the maximum rate fixed was reasonable or whether such rate should be reduced by virtue of the change in the standard.

Gas illuminating and heating value tests.— In the exercise of its power to investigate and ascertain the quality of gas supplied by gas companies, the Commission has made daily tests of gas with the purpose of determining the illuminating and heating value contained in the gas furnished to consumers in the First District. In this work it has had the co-operation of the Department of Water Supply, Gas and Electricity of the City of New York. The data collected has been used by counsel to the Commission in the course of various court proceedings instituted by the gas companies; also in proceedings before the Commission, relative to the comparative value between illuminating and heating factors as a standard for gas.

The tables appended hereto show the results of tests made during the year 1920, and cover all gas companies within the jurisdiction of the Commission.

SUMMARY OF ILLUMINATING VALUE TESTS OF GAS MADE DURING 1920

COMPANY	Number of stations at which tests were made	Total number of tests made	Number of days on which tests were made	Number of days below 22 candle-power	Maximum candle-power	Minimum candle-power	Average
Consolidated Gas Co.....	6	1,787	302	108	26.8	16.9	22.4
New Amsterdam Gas Co...	2	569	302	111	26.4	17.3	22.3
N. Y. Mutual Gas Lt. Co..	1	301	301	131	25.5	18.7	22.2
Standard Gas Lt. Co.....	1	296	296	96	23.9	17.4	22.2
Central Union Gas. Co....	1	298	298	101	25.1	19.2	22.1
N. Y. & Queens Gas Co...	1	313	299	67	26.4	17.2	22.8
Consolidated System.....	12	3,564	302	131	26.8	16.9	22.4

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BROOKLYN UNION SYSTEM

COMPANY	Number of stations at which tests were made	Total number of tests made	Number of days on which tests were made	Number of days below 22 candle power	Maximum candle power	Minimum candle power	Average
Brooklyn Union Gas Co....	5	1,463	303	302	22.6	1.7	12.9
INDEPENDENT COMPANIES							
Bronx Gas & Elec. Co.....	1	304	303	27	29.8	18.9	23.1
Kings County Lt. Co.....	1	340	298	297	22.4	2.6	10.2
Brooklyn Boro Gas Co....	1	298	298	295	23.1	5.9	14.4
Queens Boro Gas & El. Co.	1	296	296	132	24.3	14.4	21.1
N. Y. & Richmond Gas Co.	1	300	299	299	19.8	8.5	15.5
Independent companies....	5	1,538	303	299	29.8	2.6	16.8
All companies.....	22	6,565	303	302	29.8	1.7	18.9

SUMMARY OF HEATING VALUE TESTS OF GAS MADE DURING 1920
Results in British Thermal Units

COMPANY	Number of station at which tests are made	Total number of tests made	Number of days on which tests were made	Maximum B.T.U.	Minimum B.T.U.	Average
Consolidated Gas Co.....	3	503	258	697	596	655
New Amsterdam gas Co.....	2	283	222	694	621	663
N. Y. Mutual Gas Co.....	2	420	261	691	603	645
Standard Gas Lt. Co.....	1	195	195	593	633	664
Central Union Gas Co.....	1	91	91	701	632	668
N. Y. & Queens Gas Co.....	1	118	118	702	571	640
Northern Union Gas Co.....	1	179	179	680	617	653
Westchester Lt. Co.....	1	198	198	677	528	644
East River Gas Co.....	1	196	196	705	618	661
Consolidated Gas Co. System.....	13	2,183	261	705	528	654
BROOKLYN SYSTEM						
Brooklyn Union Gas Co.....	4	673	236	678	398	551
Flatbush Gas Co.....	1	205	205	647	501	561
Newtown Gas Company.....	1	180	180	658	468	557
Woodhaven Gas Lt. Co.....	1	203	203	634	499	566
Richmond Hill & Q. Co. Gas Lt. Co.	1	181	181	636	517	558
Jamaica Gas Lt. Co.....	1	179	179	584	477	548
Brooklyn Union System.....	9	1,621	236	678	398	573
INDEPENDENT COMPANIES						
Bronx Gas & Elec. Co.....	1	87	87	716	601	686
Kings County Lt. Co.....	1	197	195	639	466	548
Brooklyn Boro Gas Co.....	1	214	214	691	507	577
Queens Boro Gas & El. Co.....	1	86	86	670	505	610
N. Y. & Richmond Gas Co.....	1	205	205	604	512	561
Independent companies.....	5	789	214	716	466	593
All companies.....	27	4,593	261	716	398	611

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Gas and electric meter tests.— During the year ended December 31, 1920, the Commission tested 326,999 gas meters. Of these, 5,489 were tested upon complaint.

The following tables give the results of these tests:

(Tables A to I inclusive give the results of these tests in detail.)

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TABLE A — GAS METERS TESTED JANUARY 1, 1920, TO DECEMBER 31, 1920 — *Concluded*

MONTH	Kind of meters	3 Lt.	5	10	20	30	45	60	80	100	150	200	250	300	Total	Grand total
Nov.	Complaint	136	382	15	11	7	2	3	....	1	....	....	....	....	557	
	New	.....	1,063	282	83	152	....	62	....	5	17	2	....	....	1,666	
	Repaired and removed	8,096	13,230	1,055	237	213	77	40	....	33	10	3	2	3	22,999	
																25,222
Dec.	Complaint	173	502	18	18	11	4	3	....	2	....	1	....	....	732	
	New	37	2,419	171	179	296	....	83	....	10	10	....	....	....	3,205	
	Repaired and removed	11,080	15,780	1,341	436	226	95	69	....	30	8	10	....	1	29,076	
																33,013
	One station meter	.....	.....	.....	....	....	....	....	....	....	....	....	....	....	.....	1
	Totals	119,448	180,008	14,758	5,006	4,419	1,241	865	....	537	298	141	25	52	.....	326,999

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TABLE E — GAS METERS TESTED ON COMPLAINT, 1920. ARRANGED ACCORDING TO MONTHS

MONTHS	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
January	.....	635	569	533	567	498	407	318	345	337	284	401	526	263
February	.....	978	384	720	669	570	426	379	468	392	471	710	491	368
March	.....	1,192	488	528	541	423	368	343	308	279	967	851	495	759
April	.....	651	397	300	215	307	228	299	175	248	352	639	332	629
May	.....	668	301	253	319	294	194	246	171	245	249	328	211	465
June	.....	547	222	233	244	216	184	184	122	146	209	234	161	574
July	197	337	184	162	177	137	122	126	121	127	176	193	114	307
August	83	241	177	179	209	133	122	107	118	117	148	159	67	177
September	181	350	191	184	154	64	121	131	91	110	123	114	126	170
October	268	549	316	373	324	267	183	164	162	117	201	184	154	488
November	328	526	421	463	452	356	325	261	231	197	293	227	154	557
December	505	772	429	500	554	465	384	322	266	237	314	410	229	732
Totals	1,562	7,346	4,079	4,428	4,425	3,830	3,084	2,880	2,578	2,552	3,787	4,450	3,060	5,489

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TABLE H—GAS METERS TESTED ON COMPLAINT. ARRANGED AS TO NUMBER OF YEARS IN SERVICE. JANUARY 1, 1920, TO DECEMBER 31, 1920

TIME OF SERVICE	O. K.	Fast	Slow	Total	O. K. in per cent of meters tested	Fast in per cent of meters tested	Slow in per cent of meters tested	PERCENTAGE		Average per cent of fast meters	Average per cent of slow meters	WEIGHTED AVERAGE ALL METERS	
								Fast	Slow			Slow	Fast
1 year or less	134	384	445	963	13.9	39.9	46.2	1,173.13	1,304.10	3.06	2.93	0.14	.....
1 to 2 years	119	367	418	904	13.2	40.6	46.2	1,091.33	1,519.50	2.97	3.64	0.47	.....
2 to 3 years	93	311	348	752	12.4	41.4	46.2	1,070.82	1,399.74	3.44	4.02	0.44	.....
3 to 4 years	75	306	323	704	10.6	43.5	45.9	1,111.67	1,226.20	3.63	3.79	0.16	.....
4 to 5 years	66	268	287	621	10.7	43.1	46.2	917.26	1,148.82	3.42	4.00	0.36	.....
5 to 6 years	70	194	203	467	15.0	41.7	43.3	684.35	736.10	3.53	3.63	0.11	.....
6 to 7 years	102	384	337	823	12.4	46.7	40.9	1,277.37	1,201.39	3.33	3.57	.....	0.92
Unknown	36	105	114	255	14.1	41.1	44.8	331.03	456.75	3.15	4.00	0.46	.....
Totals	695	2,319	2,475	5,489	12.7	42.3	45.0	7,656.96	8,992.60	3.30	3.63	0.24	.....

1,773 of the fast meters, or 32.3% of meters tested, were over 2% fast.
1,321 of the slow meters, or 24% of meters tested, were over 2% slow.
Weighted average of all meters tested on complaint is .24 per cent slow.

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Up to December 31, 1920, the Commission had tested on complaint 249 electric meters. The following tables, J and K, show results in detail of these tests:

TABLE J — ELECTRIC METERS TESTED ON COMPLAINT — JANUARY 1, 1920, TO DECEMBER 31, 1920

Month	Number tested			Percentage		Number fast				Number slow			
	Fast	Slow	Total	Fast	Slow	4–10%	10–20%	20–30%	Above 30%	4–10%	10–20%	20–30%	Above 30%
January	11	8	19	12.0	8.9	.....	.....	.....	.....	.....	.....	.....	.....
February	18	5	23	29.4	8.7	2	.....	.....	.....	.....	.....	.....	.....
March	18	10	28	32.3	14.4	1	.....	.....	.....	.....	.....	.....	.....
April	11	13	24	26.6	35.0	.....	.....	1	.....	3	.....	.....	1
May	10	2	12	7.2	1.1	.....	.....	.....	.....	.....	.....	.....	.....
June	11	5	16	13.7	3.9	1	.....	.....	.....	.....	.....	.....	.....
July	20	8	28	32.3	5.6	1	.....	.....	.....	.....	.....	.....	.....
August	13	2	15	16.1	3.1	.....	.....	.....	.....	.....	.....	.....	.....
September	17	2	*20	26.7	3.0	2	.....	.....	.....	.....	.....	.....	.....
October	16	10	*27	29.2	18.3	2	.....	.....	.....	.....	.....	.....	.....
November	15	9	†24	23.0	25.2	1	.....	.....	.....	.....	1	.....	.....
December	10	3	13	14.2	8.6	.....	.....	.....	.....	1	.....	.....	.....

* 1 meter neither fast nor slow, but 100% correct.
† 1 meter which tested slow was also found to register when no energy was used — a "creeper."

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TABLE K — ELECTRIC METERS TESTED ON COMPLAINT — JANUARY 1, 1920, TO DECEMBER 31, 1920

Arranged According to Months and Companies

COMPANIES	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
New York Edison Co.	7	8	8	5	6	6	8	1	4	2	6	3	64
Brooklyn Edison Co.	9	11	14	11	4	8	14	11	13	20	13	6	134
United Electric Light & Power Co.	1	2	1	3	2	1	2	2	.....	.....	1	1	16
Bronx Gas & Electric Co.	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	3
Queens Borough Gas and Electric Co.	.....	.....	.....	.....	.....	.....	3	.....	1	.....	.....	.....	4
New York & Queens Electric Light & Power Co.	.....	1	.....	4	.....	.....	1	.....	.....	1	2	.....	9
Westchester Lighting Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Flatbush Gas Company	1	1	4	1	.....	.....	.....	1	.....	.....	.....	1	9
Richmond Light and Railroad Co.	1	.....	.....	.....	.....	1	.....	.....	2	3	.....	1	10
Total	19	23	28	24	12	16	28	15	20	27	22	13	249

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The following table lists reported to the Commission by light, heat and power companies for the year ended December 31, 1920:

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Asphyxiation in works	5	.....	1	4	.....	1	.....	.....	1	1	2	3	18
Asphyxiation on district system	139	17	19	9	9	5	3	5	7	12	10	16	151
Electric shocks in works	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Electric shocks on district system	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	4
Explosions in works	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Explosions on district system	32	16	27	27	23	20	8	13	18	18	24	24	250
Short circuits in works	1	1	1	2	1	1	2	1	7	.....	2	.....	19
Short circuits on district system	13	8	7	15	12	22	16	16	21	28	17	11	186
Other accidents in works	221	192	222	208	180	236	255	332	292	325	318	265	3,046
Other accidents on district system	265	197	249	255	250	314	270	357	310	319	280	304	3,370
Totals	576	431	526	520	475	599	554	726	656	705	653	625	7,046
INJURIES													
Employees	490	384	468	467	427	526	486	598	522	583	562	549	6,062
Others	86	47	58	53	48	73	68	128	134	122	91	76	984
Totals	576	431	526	520	475	599	564	726	656	705	653	625	7,046
SERIOUS, included in the above													
Killed	1	.....	1	2	3	1	1	2	2	2	1	.....	16
Fractured skulls	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Amputated limbs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken limbs	1	1	.....	.....	.....	.....	.....	1	1	.....	.....	.....	4
Other serious	2	1	2	1	.....	.....	.....	1	.....	1	1	2	11
Totals	4	2	3	3	3	1	2	4	3	3	2	2	32

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APPENDIX

STATISTICS OF PUBLIC SERVICE CORPORATIONS

PREPARED BY THE

BUREAU OF STATISTICS AND ACCOUNTS

RT I. COMPARATIVE TRANSPORTATION SUMMARIES
RT II. STREET RAILWAY COMPANIES, 1920
RT III. OMNIBUS AND BAGGAGE TRANSFER COMPANIES, 1920
RT IV. STEAM RAILROAD COMPANIES, 1920
RT V. GAS COMPANIES AND ELECTRICAL COMPANIES, 1920
RT VI. STEAM COMPANIES, 1920

(Detailed table of contents follows)

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NOTE

The increase in the cost of printing, which necessitated condensation of the matter contained in the statistical reports of 1918 and 1919 in order to keep within the appropriations, has continued. In those reports all of the statistical matter derived from the annual returns of public utility companies was presented in one volume instead of two; this year the statistical report is combined in one volume with the general report of the Commission. Space has been saved through the presentation in the street railway tabulations of additional material that formerly appeared in the abstracts of the individual returns of transportation companies. Balance sheets, fixed capital, other investments, and taxes are given in new or expanded tables, while details concerning revenues and expenses, heretofore included in the abstracts, have been omitted, with the result that the abstract as now constituted covers only the items of corporate organization, intercorporate relationship, change in fixed capital and other important changes within the year, corporate surplus or deficit, and electric power transactions. Few changes have been made in the form of the statistics of gas and electrical companies.

A. F. Weber,

Chief Statistician.

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TABLE OF CONTENTS

PART I. COMPARATIVE TRANSPORTATION SUMMARIES

TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY SINCE 1860: PAGE

A. As indicated by number of revenue passengers 189
B. As indicated by passenger receipts 192
C. As indicated by miles of track 192
D. As indicated by number of passenger cars owned or leased 194

TABLE 2. NEW YORK CITY FERRY PASSENGER TRAFFIC, 1908–1920 196

TABLE 3. COMMUTATION TRAVEL TO NEW YORK CITY, 1900–1917:

A. New York Railroads 198
B. New Jersey Railroads 198

TABLE 4. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND:

A. Passenger traffic and passenger-car miles in passenger trains of the Long Island Railroad, 1912–1920 199
B. Car and passenger movement, steam-road passenger service on Staten Island, 1908–1920 199

TABLE 5. MOTOR OMNIBUS OPERATIONS:

A. Traffic of Fifth Avenue Coach Company, 1909–1920 200
B. Accidents; employees and wages, Fifth Avenue Coach Company, 1909–1920 200
C. Operating revenues and expenses of Fifth Avenue Coach Company, 1909–1920 200
D. Income of Fifth Avenue Coach Company, 1909–1920 201
E. Capital of Fifth Avenue Coach Company, 1909–1920 201
F. Data for City Island Motor Bus Company, 1917–1920 201

TABLE 6. GENERAL STREET RAILWAY SUMMARY, YEARS ENDED JUNE 30, 1910–1920 202

TABLE 7. ROAD AND TRACK MILEAGE, JUNE 30, 1908–1920:

A. Length of road and track 204
B. Increase in road and track 204
C. Length of road or line divided between surface and rapid-transit companies 204
D. Length of track divided between surface and rapid-transit companies 205
E. Distribution by mode of operation 205
F. Geographical location of surface and rapid-transit railway track 206

TABLE 8. STREET RAILWAY POWER PLANTS:

A. Capacity and output, 1908–1920 207
B. Quantity and cost of coal used in power plants, 1915–1920 207

TABLE 9. PASSENGER CARS, JUNE 30, 1908–1920:

A. Number owned or leased, by type of car 208
B. Rapid-transit cars, by road 208
C. Surface cars classified with reference to protection of motormen 209
D. Seating capacity 209

TABLE 10. TRAFFIC STATISTICS:

A. Transfer passengers, 1908–1920 210
B. Revenue car-miles, 1908–1920 210
C. Passenger-car miles, 1908–1920 210
D. Car-seat miles (active), 1910–1920 212
E. Passenger-car hours, 1908–1920 212
F. Average number of passenger cars used per day, 1910–1920 212

TABLE 11. STREET RAILWAY CASUALTIES, 1908–1920:

A. Number reported each year 214
B. Fatal accidents reported each year 214
C. Persons killed, distributed as passengers, employees and others 215
D. Average amounts expended in settlements for personal injury claims 215

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TABLE 12. OFFICERS AND EMPLOYEES AND THEIR COMPENSATION: PAGE
A. Number, by chief occupational groups, 1908–1920 216
B. Aggregate salaries and wages, 1908–1920 216
C. Distribution of operating payrolls, 1910–1920 216
D. Ratio (per cent) of payrolls to total expense of each department, 1910–1920 217
E. Average wages of car-platform men and ticket agents on June 30, 1909–1920 217
TABLE 13. FINANCIAL SUMMARY OF STREET RAILWAY OPERATIONS, 1910–1920 218
TABLE 14. OPERATING RATIOS FOR SELECTED COMPANIES 220
TABLE 15. OPERATING REVENUE AND EXPENSE RATIOS, ALL COMPANIES 222
TABLE 16. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1909–1920 224
TABLE 17. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1913–1920 230
TABLE 18. REVENUES AND EXPENSES OF THE INTERBOROUGH SUBWAY FOR YEARS ENDED JUNE 30, 1905–1920 232
TABLE 19. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK CONSOLIDATED RAILROAD (LESSEE UNDER CONTRACT NO. 4), 1914–1920 234

PART II. STREET RAILWAY COMPANIES, 1920

CORPORATE ORGANIZATION, IMPORTANT CHANGES, ETC 235

(Individual companies, in alphabetical order)

TABULATIONS:
I. TRACK MILEAGE OWNED 312
II. ROLLING STOCK:
A. Number of cars available June 30, 1920, and change during the year 318
B. Seating capacity and average weight of passenger cars 320
C. Age of passenger cars and protective equipment 322
III. POWER PLANT EQUIPMENT 324
IV. ELECTRIC POWER:
A. Electric energy produced and fuel consumed, by generating stations of street railway companies 327
B. Source and disposition of A.C. power 328
C. Source and disposition of D.C. power up to distribution to line 329
D. Power distributed to line and car miles operated thereby 330
V. TRAFFIC STATISTICS: CAR MOVEMENT 332
VI. TRAFFIC STATISTICS: PASSENGER MOVEMENT 338
VII. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY MONTHS:
A. Number of revenue passengers 342
B. Passenger earnings 344
C. Transfers 346
D. Passenger-car hours (active and idle) 348
E. Passenger-car miles (active) 350
F. Car-seat miles (active) 352
G. Revenue car miles 354
VIII. TRAFFIC STATISTICS: CAR AND PASSENGER MOVEMENT BY ROUTES 356
IX. TRAFFIC STATISTICS: SUBWAY AND ELEVATED STATION RECORDS BY HALF YEARS AND YEARS:
A. Ticket sales at Interborough subway division stations 374
B. Tickets sales at Manhattan Railway (Interborough elevated division) stations 380
C. Fares collected at Brooklyn Rapid Transit elevated-subway division stations 385
D. Ticket sales of typical months of the Hudson & Manhattan — aggregate for New Jersey and by stations for New York city 390
X. CASUALTIES: PERSONS KILLED OR INJURED AND EXTENT OF INJURY 392
XI. CLAIMS ON ACCOUNT OF INJURIES:
A. Damage suits 394
B. Settlements according to period of accident 396

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BULATIONS — *Continued:*

XII. EMPLOYEES AND WAGES: PAGE

A. Number of officers and employees, by occupational groups, at close of fiscal year 398

B. Distribution of total compensation for the fiscal year:

§ 1. By accounts 400

§ 2. By classes of employees 402

C. Average hourly rates and number receiving specified rates:

§ 1. Conductors and guards 404

§ 2. Motormen 406

D. Classified weekly earnings of employees for last week in June:

§ 1. Aggregate by companies 408

§ 2. All companies combined, by occupations 410

XIII. REVENUES FROM STREET RAILWAY OPERATIONS 412

XIV. OPERATING EXPENSES:

A. Summary for all corporations by accounts of class C classification (the least detailed) 416

B. Complete details for selected corporations 428

XV. TAXES:

A. Tax charges 432

B. Tax payments 434

C. Taxes due and unpaid 436

XVI. CONDENSED INCOME (AND SURPLUS) STATEMENTS:

A. Operating companies 438

B. Lessor companies 442

XVII. BALANCE SHEETS:

A. Condensed statements for operating and lessor companies:

§ 1. Assets side 444

§ 2. Liabilities side 450

B. Changes during year and balance at the close for operating companies:

§ 1. Rapid transit companies 456

§ 2. Third Avenue system companies 460

§ 3. Brooklyn Rapid Transit surface companies 464

§ 4. Miscellaneous Manhattan and Brooklyn companies 470

§ 5. Queens and Richmond companies, and grand total 476

XVIII. FIXED CAPITAL:

A. Summary of amount at beginning of year, changes during year and amount at close of year 484

B. Details of amounts at close of year:

§ 1. Rapid transit companies 488

§ 2. Third Avenue Railway companies 492

§ 3. Brooklyn Rapid Transit surface companies 494

§ 4. Miscellaneous Manhattan and Brooklyn companies 496

§ 5. Queens and Richmond companies 498

XIX. MISCELLANEOUS INVESTMENTS 502

XX. SECURITIES (CAPITALIZATION):

A. Total outstanding 508

B. Capital stock 512

C. Funded debt 516

D. Certificates of indebtedness, to controlling corporations 520

E. Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads 521

F. Capitalization as affected by securities issued and retired during the year 523

XXI. VALUATION OF PROPERTY OF STREET SURFACE RAILWAYS FOR PURPOSES OF TAXATION:

A. Assessed valuation of street-surface railways, year ended June 30, 1920 524

B. Estimated value of property of street surface railways, as reported to the State Tax Commission under date of December 31, 1919 526

Digitized by Google

TABULATIONS — *Concluded:*

XXII. OPERATING RATIOS: PAGE

A. Per car mile 530
B. Proportionate disposition of revenues 532
C. Miscellaneous 534

PART III. OMNIBUS AND BAGGAGE TRANSFER COMPANIES, 1920

TABLE I. PHYSICAL AND OPERATING DATA 539
TABLE II. FINANCIAL DATA 540
ABSTRACTS OF ANNUAL RETURNS 542

PART IV. STEAM RAILROAD COMPANIES, 1920

I. SUMMARY OF ANNUAL RETURNS OF FIRST DISTRICT LESSOR COMPANIES 566
II. SUMMARY OF ANNUAL RETURNS OF FIRST DISTRICT OPERATING COMPANIES:
A. Physical and operating statistics 568
B. Financial data 570
III. DETAIL OF OPERATING EXPENSES OF FIRST DISTRICT STEAM ROADS:
A. Class I roads 572
B. Class III roads 574
IV. FREIGHT CARRIED BY STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY 575
V. SUBURBAN TRAFFIC:
A. Long Island Railroad (including rapid transit):
§ 1. Total passengers by classes, and commuters by stations 576
§ 2. Passenger-car mileage 578
B. Pennsylvania Railroad passengers in and out of Pennsylvania terminal:
§ 1. By years and half years 580
§ 2. By months 581
C. New York Central Railroad (including West Shore) 582
D. New York, New Haven and Hartford Railroad 584
E. New York, Westchester and Boston Railway 585

PART V. GAS COMPANIES AND ELECTRICAL COMPANIES, 1920

TABULATIONS:
I. COAL-GAS WORKS, BY COMPANIES AND STATIONS 589
II. WATER-GAS SETS, AND YEAR'S INCREASE, BY COMPANIES AND STATIONS 590
III. AUXILIARY GAS-WORKS APPARATUS 592
IV. GAS-HOLDERS, BY COMPANIES AND STATIONS 595
V. GAS MAINS:
A. Changes within the year, and status December 31, 1920 598
B. Lengths, by diameter of pipe 600
VI. GAS SERVICES:
A. Changes during the year, cost of services added, and status December 31, 1920 604
B. Number, by diameter of pipe 605
VII. CONSUMERS' GAS METERS:
A. Number owned, by size 606
B. Net increase in number owned 608
C. Disposition at close of 1920 609

Digitized by Google

TABULATIONS — *Continued:*

VIII. PRODUCTION OF GAS (M CU. FT.), BY COMPANIES AND STATIONS: PAGE

A. Make and send-out during the year 610
B. Daily make and send-out — maximum, minimum and average, with dates 612
C. Production ratios 614

IX. GAS STATION PERFORMANCE RATIOS:

A. Coal-gas generation 615
B. Water-gas generation 616
C. Boilers and boiler fuel 618

X. GAS MANUFACTURING AND STORAGE EXPENSES, BY COMPANIES AND STATIONS 620

XI. MATERIALS OF GAS MANUFACTURE, INCLUDING CERTAIN RESIDUALS:

A. Coal (cwt.) 622
B. Gas oil (gallons) and terms of oil contract 624
C. Coke and breeze (cwt.) 625
D. Tar (gallons) 626
E. Value of principal residuals bought and sold 627

XII. SOURCE AND DISPOSITION OF GAS (GAS ACCOUNT IN M CU. FT.) 628

XIII. CONSUMPTION OF GAS:

A. Number of consumers and street lamps, and gas supplied to the several consumption classes, by companies and boroughs 631
B. Metered gas (M cu. ft.) distributed to private consumers, by months 633

XIV. GAS APPLIANCES USED BY CONSUMERS:

A. Number owned by companies and rented out, with changes during year, for the Consolidated system 635
B. Number sold during year, by companies 636

XV. ELECTRIC POWER PLANT APPARATUS:

A. Boilers and engines, by companies and stations 637
B. Electric equipment at generating stations 638

XVI. ELECTRIC TRANSMISSION AND DISTRIBUTION SYSTEMS:

A. Length of feeders and mains at close of year 639
B. Poles and line transformers 640

XVII. ELECTRIC SERVICES 641

XVIII. ELECTRIC METERS:

A. Number and amperage of meters owned at close of year 642
B. Number bought and number condemned, lost or destroyed, together with net increase during year, by amperes 643
C. Disposition of meters owned at close of year 644

XIX. INCANDESCENT LAMPS PURCHASED AND ISSUED, BY WATTAGE:

A. Tungsten lamps 645
B. Gem, and other lamps of a lower efficiency than tungsten 647

XX. CONNECTED LOAD:

A. Summary by companies, and proportion primarily for lighting and for power .. 648
B. Number of units and rating in kilowatts:

§ 1. Lighting (number of lamps) 649
§ 2. Power 651

XXI. PRODUCTION OF ELECTRIC ENERGY, BY COMPANIES AND STATIONS:

A. Energy generated in relation to fuel consumed and to generating capacity 653
B. Net output in relation to station capacity, connected load and maximum load ... 654

XXII. PRODUCTION OF ELECTRIC CURRENT: QUANTITY (CWT.) AND COST OF FUEL 655

XXIII. VARIATION OF OUTPUT AND OF LOAD:

A. Total, daily average, maximum day's and minimum day's output (kw. hrs.) of each company and station, by months 656
B. Monthly maximum peak load (kw.) of each station, with date and time of day ... 660

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TABULATIONS — *Continued:*

XXIV. VARIATION OF OUTPUT AND OF LOAD; OUTPUT (KW. HRS.) FOR EACH HOUR OF THE MAXIMUM WEEK AND OF THE MINIMUM DAY: PAGE

A. New York Edison 662
B. United Electric Light & Power 663
C. Brooklyn Edison 664
D. Richmond Light & Railroad 665
E. Flatbush Gas 666
F. Queens Borough Gas & Electric 667

XXV. SOURCE AND DISPOSITION OF ELECTRIC ENERGY 668

XXVI. CONSUMPTION OF ELECTRICITY:

A. Electricity supplied to the public, and related data, by companies and boroughs. 670
B. Sales by months 672

XXVII. CASUALTIES: TOTAL NUMBER KILLED OR INJURED 674

XXVIII. CASUALTIES: DURATION OF DISABILITY OF EMPLOYEES OF GAS COMPANIES INJURED.... 676

XXIX. CASUALTIES: DURATION OF DISABILITY OF EMPLOYEES OF ELECTRICAL COMPANIES INJURED 680

XXX. EMPLOYEES AND WAGES: CLASSIFIED WEEKLY EARNINGS OF EMPLOYEES IN GROUPS OF OCCUPATIONS, BY COMPANIES, SECOND WEEK OF DECEMBER:

A. Managers and superintendents 682
B. Technical staff 683
C. Clerical employees 684
D. Wage earners 686
E. Superannuated employees 687
F. Grand total, all employees 688

XXXI. EMPLOYEES AND WAGES: DISTRIBUTION OF COMPENSATION OF OFFICERS AND EMPLOYEES BY ACCOUNTS AND OBJECTS:

A. Gas supply 690
B. Electrical supply 691

XXXII. GAS OPERATING REVENUES 692

XXXIII. GAS OPERATING EXPENSES:

A. Manufacturing and storage expenses:

§ 1. Consolidated system, water gas 696
§ 2. Consolidated system, water gas and coal gas combined 698
§ 3. Companies outside of the Consolidated system and grand total for all companies 700

B. Manufacturing and storage expenses per M cu. ft. made (cents) 702

C. Expenses other than manufacturing and storage expenses, and total operating expenses:

§ 1. Consolidated system 704
§ 2. Brooklyn Union system 706
§ 3. Minor companies, and grand total for all companies 708

XXXIV. SUMMARY OF GAS SALES, GAS EXPENSES, AND FIXED CHARGES, AFTER ELIMINATING DUPLICATIONS FROM INTERCOMPANY SALES:

A. Absolute amounts 710
B. Relative amounts: Unit costs per M cu. ft. sold to consumers, and per cent distribution of receipts and expenses 712

XXXV. ELECTRICAL OPERATING REVENUES 714

XXXVI. ELECTRICAL EXPENSES AND UNIT COSTS:

A. Details of operating expenses and other revenue deductions 716
B. Unit costs and operating ratios:

§ 1. Generating cost per 10 kw. hrs. generated 722
§ 2. Unit cost per 10 kw. hrs. sold 722
§ 3. Distributive ratios 724

XXXVII. INCOME (AND SURPLUS) STATEMENTS 726

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LATIONS — *Concluded:*

III. BALANCE SHEETS, BY COMPANY GROUPS, AS OF DECEMBER 31, 1920: PAGE

A. Assets side 732
B. Liabilities side 736

XIX. FIXED GAS AND ELECTRIC CAPITAL (COST OF PLANT AND PROPERTY) 740

XL. CONSUMERS' DEPOSITS AND UNCOLLECTIBLE BILLS 744

XLI. SECURITIES (CAPITALIZATION):

A. Funded debt 746
B. Stocks and total capitalization (gross) 748
C. Net capitalization, by systems 749
D. Stock and funded debt issued or retired during the year 750
E. Construction advances owing to associated companies 751

II. VALUATION OF PROPERTY, DECEMBER 31, 1919:

A. Estimated value according to the latest company report to the State Tax Commission 752
B. Assessed valuation 754

LIII. TAX CHARGES, AND CHARGES DISPUTED AND UNPAID 756

S REGARDING DEPRECIATION 763

TRACTS OF ANNUAL RETURNS 765

PART VI. STEAM COMPANIES, 1920

TRACT OF ANNUAL RETURN OF NEW YORK STEAM COMPANY FOR YEAR ENDED APRIL , 1921 962

EX OF CORPORATIONS 979

EXPLANATION OF ABBREVIATIONS AND SIGNS USED IN THE TABLES

=A negative number, i. e., a decrease or a deficit.
.=Number obtained by estimation, either by the company concerned or by the Bureau of tics.
R.=No record or not reported.
S.=Not separate, included with some other number.
. (leaders) = None or not applicable in the sense of none.
(dash) = To be interpreted by reference to associated numbers as, e. g., for a total under an . or under maxima.

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PART I

COMPARATIVE TRANSPORTATION SUMMARIES

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TABLE 1. GROWTH OF CITY TRANSIT IN NEW YORK CITY[1] SINCE 1860: (A) As indicated by number of revenue passengers

Year Ended June 30	Street Surface Railways, by Boroughs					
	Manhattan	The Bronx[2]	Brooklyn	Queens (excl. B. R. T.)	Richmond	Total
1860	38,455,242	.....	12,374,931	.....	.....	50,830 173
1870	114,101,539	1,038,014	[3] 37,203,281	.....	121,086	152,463,920
1880	148,615,107	1,775,485	[4] 77,928,395	1,052,380	213,905	229,585,272
1890	215,296,648	3,394,726	109,288,647	2,976,185	287,325	331,243,531
1900	360,002,672	21,364,690	204,106,397	11,441,751	6,872,856	603,788,366
1901	373,569,677	26,992,990	209,119,688	11,564,062	6,752,416	627,998,813
1902	388,947,169	28,020,185	216,594,408	13,719,387	7,119,013	654,400,162
1903	396,570,432	30,714,781	223,433,771	15,689,210	7,435,135	673,843,329
1904	389,928,464	34,753,809	233,184,407	16,701,658	7,762,677	682,341,010
1905	374,554,075	37,124,805	242,780,611	20,533,487	7,743,987	682,736,965
1906	391,708,063	39,893,116	265,204,811	25,151,054	8,945,914	730,902,958
1907	377,017,192	42,186,533	262,460,253	28,514,743	9,971,652	720,150,373
1908	363,292,406	44,237,229	274,766,791	29,797,750	10,966,852	723,061,028
1909	357,760,430	50,671,779	275,038,827	30,545,776	11,367,091	725,383,903
1910	371,165,696	56,524,261	289,308,085	[5] 34,430,674	11,712,623	763,140,739
1911	382,046,845	62,777,964	305,977,350	42,515,629	12,301,757	805,619,547
1912	395,238,026	67,837,245	322,321,981	45,182,732	12,959,799	843,539,783
1913	419,722,253	74,702,309	345,987,401	47,463,382	13,568,066	901,443,411
1914	420,662,533	79,652,133	351,905,284	49,973,696	14,011,414	916,205,060
1915	415,551,116	81,502,803	354,700,113	52,686,108	14,312,009	918,752,149
1916	427,373,847	84,535,737	363,630,177	54,167,403	14,884,534	944,591,698
1917	349,788,114	71,153,030	373,079,651	50,906,681	15,238,157	860,165,633
1918	371,136,339	79,917,071	360,207,555	43,448,206	15,287,922	869,997,143
1919	370,084,711	80,806,261	362,105,288	46,723,575	15,958,198	875,678,033
1920	349,772,761	94,141,991	432,936,227	49,562,574	15,007,235	941,420,788
	Decennial Increase or (D) Decrease					
'60–'70	75,646,297	1,038,014	24,828,350	.....	121,086	101,633,747
Per cent	196.71	—	200.63	.....	—	199.95
'70–'80	34,513,568	737,471	40,725,114	1,052,380	92,819	77,121,352
Per cent	30.25	71.05	109.47	—	76.66	50.58
'80–'90	66,681,541	1,619,241	31,360,252	1,923,805	73,420	101,658,259
Per cent	44.87	91.20	40.24	182.81	34.32	44.28
'90–'00	144,706,024	17,969,964	94,817,750	8,465,566	6,585,531	272,544,835
Per cent	67.21	529.35	86.76	284.44	2,292.01	82.28
'00–'10	11,163,024	35,159,571	85,201,688	22,988,323	4,839,767	159,352,373
Per cent	3.10	164.57	41.74	200.92	70.42	26.39
'10–'20	D 21,392,935	37,617,730	143,628,142	15,132,500	3,294,612	178,280,049
Per cent	D 5.76	66.55	49.65	43.95	28.13	23.36
	Annual Increase or (D) Decrease ‡					
1909	D 5,531,976	6,434,550	272,036	748,026	400,239	2,322,875
Per cent	D 1.52	14.55	0.10	2.51	3.65	0.32
1910	13,405,266	5,852,482	14,269,258	3,884,298	345,532	37,756,836
Per cent	3.75	11.55	5.19	12.72	3.04	5.21
1911	10,881,149	6,253,705	16,669,265	8,085,555	589,134	42,478,808
Per cent	2.93	11.06	5.76	23.48	5.03	5.57
1912	13,191,181	5,059,279	16,344,631	2,667,103	658,042	37,920,236
Per cent	3.45	8.06	5.34	6.27	5.35	4.71
1913	24,484,227	6,865,064	23,665,420	2,280,650	608,267	57,903,628
Per cent	6.19	10.12	7.34	5.05	4.69	6.06
1914	940,280	4,949,824	5,917,883	2,510,314	443,348	14,761,649
Per cent	0.22	6.63	1.71	5.29	3.27	1.64
1915	D 5,111,417	1,850,670	2,794,829	2,712,412	300,595	2,547,089
Per cent	D 1.22	2.32	0.79	5.43	2.15	0.28
1916	11,822,731	3,032,934	8,930,064	1,481,295	572,525	25,839,549
Per cent	2.85	3.72	2.52	2.81	4.00	2.81
1917	D 77,585,733	D 13,382,707	9,449,474	D 3,260,722	353,623	D 84,426,065
Per cent	D 18.15	D 15.83	2.60	D 6.02	2.38	D 8.94
1918	21,348,275	8,764,041	D 12,872,096	D 7,458,475	49,765	9,831,510
Per cent	6.10	12.32	D 3.45	D 14.65	0.33	1.14
1919	D 1,051,678	889,190	1,897,733	3,275,369	670,276	5,680,890
Per cent	D 0.28	1.11	0.53	7.54	4.38	0.65
1920	D 20,311,950	13,335,730	70,830,939	2,838,999	D 950,963	65,742,755
Per cent	D 5.49	16.50	19.56	6.08	D 5.97	7.51

For footnotes, see close of table.

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TABLE 1. Growth of city transit in New York City[1] since 1860:

Year Ended June 30	Rapid Transit Railways: Interborough Elevated division (Manhattan Ry. lessor)	Rapid Transit Subway division (City of New York lessor)[6]	Brooklyn Rapid Transit Elevated-Subway division	Total I.R.T. and B.R.T.	Hudson & Manhattan[7]	Total
1860	.....	.....	.....	.....	.....	.....
1870	.....	.....	.....	.....	.....	.....
1880	60,831,757	.....	.....	60,831,757	.....	60,831,757
1890	189,974,848	.....	47,931,181	237,906,029	.....	237,906,029
1900	184,164,110	.....	58,400,582	242,564,692	.....	242,564,692
1901	190,045,741	.....	63,300,247	253,345,988	.....	253,345,988
1902	215,259,345	.....	69,330,457	284,589,802	.....	284,589,802
1903	246,587,022	.....	80,337,132	326,924,154	.....	326,924,154
1904	286,634,195	.....	97,009,705	383,643,900	.....	383,643,900
1905	266,381,930	72,722,890	109,140,911	448,245,731	.....	448,245,731
1906	257,796,754	137,919,632	125,221,831	520,938,217	.....	520,938,217
1907	282,924,273	166,363,611	145,943,131	595,231,015	.....	595,231,015
1908	282,845,864	200,439,776	147,290,017	630,575,657	4,363,722	634,939,379
1909	276,250,196	238,430,146	148,161,045	662,841,387	14,192,352	677,033,739
1910	293,826,280	268,962,115	162,493,801	725,282,196	42,839,979	768,122,175
1911	301,449,292	276,704,796	167,371,328	745,525,416	52,756,434	798,281,850
1912	304,270,841	302,973,856	172,195,229	779,439,926	57,934,226	837,374,152
1913	306,845,006	327,471,510	175,246,512	809,563,028	58,870,069	868,433,097
1914	311,473,568	340,413,103	185,060,735	836,947,406	60,051,890	896,999,296
1915	301,792,517	345,585,749	182,535,897	829,914,163	58,966,414	888,880,577
1916	312,246,796	371,505,318	207,098,269	890,850,383	63,253,534	954,143,917
1917	349,380,093	414,193,992	226,515,512	990,089,597	68,556,999	1,058,646,596
1918	352,660,869	418,337,666	258,167,313	1,029,165,648	76,348,998	1,105,514,646
1919	348,188,600	461,147,058	308,879,791	1,118,215,449	86,050,815	1,204,266,264
1920	369,034,477	586,098,633	376,782,635	1,331,915,745	92,250,836	1,424,166,581
Decennial Increase						
'60–'70	.....	.....	.....	.....	.....	.....
Per cent	.....	.....	.....	.....	.....	.....
'70–'80	60,831,757	.....	.....	60,831,757	.....	60,831,757
Per cent	—	.....	.....	—	.....	—
'80–'90	129,143,091	.....	47,931,181	177,074,272	.....	177,074,272
Per cent	212.30	.....	—	291.09	.....	291.09
'90–'00	D 5,810,738	.....	10,469,401	4,658,663	.....	4,658,663
Per cent	D 3.06	.....	21.84	1.96	.....	1.96
'00–'10	109,662,170	268,962,115	104,093,219	482,717,504	42,839,979	525,557,483
Per cent	59.55	—	178.24	199.01	—	216.67
'10–'20	75,208,197	317,136,518	214,288,834	606,633,549	49,410,857	656,044,406
Per cent	25.6	117.91	131.88	83.64	115.34	85.41
Annual Increase						
1909	D 6,595,668	37,990,370	871,028	32,265,730	9,828,630	42,094,360
Per cent	D 2.33	18.95	0.59	5.12	225.24	6.62
1910	17,576,084	30,531,969	14,332,756	62,440,809	28,647,627	91,088,436
Per cent	6.36	12.81	9.67	9.42	201.85	13.45
1911	7,623,012	7,742,681	4,877,527	20,243,220	9,916,455	30,159,675
Per cent	2.59	2.88	3.00	2.79	23.15	3.93
1912	2,821,549	26,269,060	4,823,931	33,914,510	5,177,792	39,092,302
Per cent	0.94	9.49	2.88	4.55	9.81	4.90
1913	2,574,165	24,497,654	3,051,283	30,123,102	935,843	31,058,945
Per cent	0.85	8.09	1.77	3.86	1.62	3.71
1914	4,628,562	12,941,593	9,814,223	27,384,378	1,181,821	28,566,199
Per cent	1.51	3.95	5.60	3.38	2.01	3.29
1915	D 9,681,051	5,172,646	D 2,524,838	D 7,033,243	D 1,085,476	D 8,118,719
Per cent	D 3.11	1.52	D 1.36	D 0.84	D 1.81	D 0.91
1916	10,454,279	25,919,569	24,562,372	60,936,220	4,327,120	65,263,340
Per cent	3.46	7.50	13.46	7.34	7.34	7.34
1917	37,133,297	42,688,674	19,417,243	99,239,214	5,263,465	104,502,679
Per cent	11.89	11.49	9.38	11.14	8.32	10.95
1918	3,280,576	4,143,674	31,651,801	39,076,051	7,791,999	46,868,050
Per cent	0.94	1.00	13.97	3.95	11.37	4.43
1919	D 4,472,069	42,809,392	50,712,478	89,049,801	9,701,817	98,751,618
Per cent	D 1.27	10.23	19.64	8.65	12.71	8.93
1920	20,845,877	124,951,575	67,902,844	213,700,296	6,200,021	219,900,317
Per cent	5.99	27.10	21.98	19.11	7.21	18.26

For footnotes, see close of table.

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(A) As indicated by number of revenue passengers — Concluded

Total Street Surface and Rapid Transit Railways: Excluding Hudson & Manhattan	Including Hud. & Manh.: Number	Including Hud. & Manh.: Per capita †	Staten Island steam roads	Fifth Avenue Coach Company	Total of foregoing	Year Ended June 30
50,830,173	50,830,173	43	63,641	—	—	1860
152,463,920	152,463,920	103	336,706	—	—	1870
290,417,029	290,417,029	152	390,151	—	—	1880
560,149,560	569,149,560	218	6,539,318	N. R.	—	1890
846,353,058	846,353,058	246	4,439,506	N. R.	—	1900
881,344,801	881,344,801	248	4,212,303	1,979,603	887,536,707	1901
938,989,964	938,989,964	256	4,238,630	1,749,623	944,978,217	1902
1,000,767,483	1,000,767,483	265	4,302,858	1,742,773	1,006,813,114	1903
1,065,984,910	1,065,984,910	274	4,586,182	1,386,043	1,071,957,135	1904
1,130,982,696	1,130,982,696	283	4,724,041	1,337,848	1,137,044,585	1905
1,251,841,175	1,251,841,175	301	5,161,134	1,315,330	1,258,317,639	1906
1,315,381,388	1,315,381,388	305	5,944,696	1,214,598	1,322,540,682	1907
1,358,000,407	1,358,000,407	305	5,649,116	1,753,782	1,365,403,305	1908
1,402,417,642	1,402,417,642	304	5,237,373	3,609,304	1,411,264,319	1909
1,531,262,914	1,531,262,914	321	6,014,928	6,305,175	1,543,583,017	1910
1,603,901,397	1,603,901,397	331	6,218,316	5,997,372	1,616,117,085	1911
1,680,913,935	1,680,913,935	340	6,461,635	6,339,072	1,693,714,642	1912
1,769,876,508	1,769,876,508	352	6,636,336	8,884,534	1,785,397,378	1913
1,813,204,356	1,813,204,356	355	6,979,126	11,276,430	1,831,459,912	1914
1,807,632,726	1,807,632,726	348	6,943,302	14,050,471	1,828,626,499	1915
1,898,735,615	1,898,735,615	360	7,563,066	16,223,042	1,922,521,723	1916
1,918,812,229	1,918,812,229	358	8,378,779	22,080,764	1,949,271,772	1917
1,975,511,789	1,975,511,789	362	§ 9,269,902	25,113,576	§ 2,010,895,267	1918
2,079,944,297	2,079,944,297	376	§ 10,204,511	36,488,447	§ 2,126,637,255	1919
2,365,587,369	2,365,587,369	421	§ 13,011,953	42,552,709	§ 2,421,152,036	1920
OR (D) DECREASE						
101,633,747	101,633,747	60	273,065	—	—	'60–'70
199.94	199.94	140	429.07	—	—	Per cent
137,953,109	137,953,109	49	53,445	—	—	'70–'80
90.48	90.48	48	15.87	—	—	Per cent
278,732,531	278,732,531	66	6,149,167	—	—	'80–'90
95.98	95.98	43	1,576.10	—	—	Per cent
277,203,498	277,203,498	28	D 2,099,812	N. R.	—	'90–'00
48.70	48.70	13	D 32.11	—	—	Per cent
642,069,877	684,909,856	75	1,575,422	N. R.	—	'00–'10
75.86	80.92	30	35.49	—	—	Per cent
784,913,598	834,324,455	100	6,997,030	36,247,534	877,569,019	'10–'20
52.73	54.49	31	116.33	574.89	56.85	Per cent
OR (D) DECREASE ‡						
34,583,605	44,417,235	D 1	D 411,743	1,855,522	45,861,014	1909
2.56	3.27	D 1	D 7.29	105.80	3.36	Per cent
100,197,645	128,845,272	17	777,555	2,695,871	132,318,698	1910
7.22	9.19	6	14.85	74.69	9.38	Per cent
62,722,028	72,638,483	10	203,388	D 307,803	72,534,068	1911
4.21	4.74	3	3.38	D 4.88	4.70	Per cent
71,834,746	77,012,538	9	243,319	341,700	77,597,557	1912
4.63	4.80	3	3.91	5.70	4.80	Per cent
88,026,730	88,962,573	12	174,701	2,545,462	91,682,736	1913
5.42	5.29	3	2.70	40.16	5.41	Per cent
42,146,027	43,327,848	3	342,790	2,391,896	46,062,534	1914
2.46	2.45	1	5.17	26.92	2.58	Per cent
D 4,486,154	D 5,571,630	D 7	D 35,824	2,774,041	D 2,833,413	1915
D 0.26	D 0.31	D 2	D 0.51	24.60	D 0.16	Per cent
86,775,769	91,102,889	12	619,764	2,172,571	93,895,224	1916
4.96	5.04	3	8.93	15.46	5.13	Per cent
14,813,149	20,076,614	D 2	815,713	5,857,722	26,750,049	1917
0.81	1.06	D 1	10.79	36.11	1.39	Per cent
48,907,561	56,699,560	4	§ 891,123	4,032,812	§ 61,623,495	1918
2.64	2.95	1	§ 10.64	18.26	§ 3.16	Per cent
94,730,691	104,432,508	14	§ 934,609	10,374,871	§ 115,741,988	1919
4.99	5.29	4	§ 10.08	39.73	§ 5.76	Per cent
279,443,051	285,643,072	45	§ 2,807,447	6,064,262	294,514,781	1920
14.01	13.73	12	§ 27.51	16.62	13.85	Per cent

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TABLE 1. Growth of city transit in New York City[1]

Year Ended June 30	Street Surface Railways of —				Interborough Rapid Transit	
	Manhattan	The Bronx[2]	Brooklyn and Queens	Richmond	Elevated division (Manhattan Ry. lessor)	Subway division (City of New York lessor)[6]
1860	$1,962,677	.....	$603,161	.....	.....	.....
1870	6,743,013	$72,661	[3] 2,163,995	$11,188	.....	.....
1880	7,056,503	124,284	[4] 4,159,289	16,043	$4,575,431	.....
1890	10,761,792	180,378	5,395,482	14,142	9,498,742	.....
1900	18,221,226	1,008,082	[10] 10,468,399	341,621	9,123,076	.....
1910	18,558,285	2,806,588	[11] 15,633,896	584,272	14,684,845	$13,435,535
1911	19,092,821	3,109,570	[11] 16,850,241	613,411	15,063,327	13,818,943
1912	19,754,426	3,348,522	[11] 17,820,829	646,178	15,203,210	15,129,819
1913	20,518,189	3,691,090	[11] 18,928,665	676,357	15,331,593	16,352,766
1914	20,233,123	3,945,313	[11] 19,152,532	698,373	15,562,365	16,996,704
1915	19,807,083	4,032,455	[11] 19,336,698	713,276	15,078,231	17,256,315
1916	20,286,073	4,181,970	[11] 19,799,585	741,767	15,600,091	18,550,565
1917	16,689,755	3,526,241	[11] 20,149,166	759,923	17,458,510	20,689,283
1918	17,688,511	3,964,433	[11] 19,212,252	762,395	17,620,570	20,898,226
1919	17,688,797	4,020,248	19,540,931	795,992	17,402,061	23,043,791
1920	17,298,167	4,699,839	23,702,952	785,721	18,449,572	29,299,777
						Increase or
'60–'70	4,780,336	72,661	1,560,834	11,188	.....	.....
'70–'80	313,490	51,623	1,995,294	4,855	4,575,431	.....
'80–'90	3,705,289	56,094	1,236,193	D 1,901	4,923,311	.....
'90–'00	7,459,434	827,704	5,072,917	327,479	D 375,666	.....
'00–'10	337,059	1,798,506	5,165,497	242,651	5,561,769	13,435,535
'10–'11	534,536	302,982	1,216,345	29,139	378,482	383,408
'11–'12	661,605	238,952	970,588	32,767	139,883	1,310,876
'12–'13	763,763	342,568	1,107,836	30,179	128,383	1,222,947
'13–'14	D 285,066	254,222	223,867	22,016	230,772	645,938
'14–'15	D 426,040	87,142	184,166	14,903	D 484,134	257,611
'15–'16	478,990	149,515	462,887	28,491	521,860	1,294,250
'16–'17	D 3,596,318	D 655,729	349,581	18,156	1,858,419	2,138,718
'17–'18	998,756	438,192	D 936,914	2,472	162,060	208,943
'18–'19	286	55,815	328,679	33,597	D 218,509	2,145,565
'19–'20	D 390,630	679,591	4,162,021	D 10,271	1,047,511	6,255,986
						(C) As indicated
1860	67.88	.....	79.79	.....	.....	.....
1870	139.26	10.00	[3] 193.92	7.50	.....	.....
1880	183.29	6.51	[4] 339.26	8.00	79.35	.....
1890	244.50	21.48	360.47	10.10	94.05	.....
1900	281.83	96.91	564.14	59.62	109.59	.....
1910	314.54	181.90	[12] 651.51	65.63	118.03	81.94
1911	309.88	188.47	[12] 692.48	65.63	118.00	85.31
1912	303.16	206.93	[12] 695.03	68.24	118.00	85.36
1913	300.79	211.76	[12] 710.29	65.98	118.00	85.34
1914	300.76	223.96	[12] 716.28	65.98	117.98	85.34
1915	305.46	218.24	[12] 720.69	65.78	117.98	87.87
1916	306.09	219.71	[12] 725.85	65.89	129.64	88.15
1917	304.76	219.34	[12] 733.58	65.89	129.64	136.62
1918	301.92	217.18	[12] 741.46	65.89	134.32	142.17
1919	294.31	212.70	[14] 771.47	65.89	135.29	195.13
1920	293.32	214.90	770.05	65.89	135.18	201.26
						Absolute Increase
'60–'70	71.38	10.00	114.13	7.50	.....	.....
'70–'80	44.03	D 3.49	145.34	0.50	79.35	.....
'80–'90	61.21	14.97	21.21	2.10	14.70	.....
'90–'00	37.33	75.43	203.67	49.52	15.54	.....
'00–'10	32.71	84.99	87.37	6.01	8.44	81.94
'10–'20	D 21.22	33.00	118.54	0.26	17.15	119.32
						Per Cent Increase
'60–'70	105.16	—	143 04	—	.....	.....
'70–'80	31.62	—	74.95	6.67	—	.....
'80–'90	33.40	229.95	6.25	26.25	18.53	.....
'90–'00	15.27	351.16	56.50	490.30	16.52	.....
'00–'10	11.61	87.70	15.49	10.08	7.70	.....
'10–'20	D 6.75	18.14	18.19	0.40	14.53	145.62

For footnotes, see close of table.

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since 1860: (B) As indicated by passenger receipts

Brooklyn Rapid Transit elevated-subway division	Hudson & Manhattan [7]	Total Street Railways: Absolute amount	Total Street Railways: Per capita [9]	Staten Island steam roads	Fifth Avenue Coach Company	Year Ended June 30
.....	.....	$2,565,838	$2.18	$15,672	—	1860
.....	.....	8,990,857	6.08	78,584	—	1870
.....	.....	15,931,550	8.33	79,167	—	1880
$2,570,660	.....	28,421,196	10.90	432,710	N. R.	1890
[10] 2,841,205	.....	42,003,609	12.22	323,518	N. R.	1900
[11] 8,128,308	$2,141,999	75,973,728	15.94	472,637	$603,020	1910
[11] 8,375,799	2,037,822	79,561,934	16.40	487,407	599,737	1911
[11] 8,618,021	3,163,794	83,684,799	16.95	501,455	633,907	1912
[11] 8,771,309	3,448,390	87,718,359	17.46	527,029	888,453	1913
[11] 9,262,675	3,508,177	89,361,362	17.49	546,564	1,127,643	1914
[11] 9,126,795	3,432,159	88,783,012	17.09	553,206	1,405,047	1915
[11] 10,354,913	3,661,352	93,176,316	17.65	591,666	1,622,304	1916
[11] 11,330,426	3,947,612	94,550,916	17.62	660,988	2,208,076	1917
[11] 12,913,016	4,334,822	97,394,225	17.87	[8] 821,574	2,611,358	1918
15,448,639	5,268,714	103,209,173	18.64	[8] 939,466	3,648,845	1919
18,842,994	5,807,935	118,886,957	21.15	[8] 1,169,248	4,255,271	1920
D) Decrease						
.....	.....	6,425,019	3.90	62,912	—	'60–'70
.....	.....	6,940,093	2.25	583	—	'70–'80
2,570,660	.....	12,489,646	2.57	353,543	—	'80–'90
270,545	.....	13,582,413	1.32	D 109,192	N. R.	'90–'00
5,287,103	2,141,999	33,970,119	3.72	149,119	N. R.	'00–'10
247,491	495,823	3,588,306	0.46	14,770	D 3,283	'10–'11
242,222	525,972	4,122,865	0.55	14,048	34,170	'11–'12
153,288	284,596	4,033,560	0.51	25,574	254,546	'12–'13
491,366	59,787	1,642,903	0.03	19,535	239,190	'13–'14
D 135,880	D 76,018	D 578,250	D 0.40	6,642	277,404	'14–'15
1,228,118	229,093	4,393,204	0.56	38,460	217,257	'15–'16
975,513	286,360	1,374,700	D 0.03	69,322	585,772	'16–'17
1,582,590	387,210	2,843,309	0.25	[8] 160,586	403,282	'17–'18
2,535,623	933,892	5,814,948	0.77	[8] 117,892	1,037,487	'18–'19
3,394,355	539,221	15,677,784	2.51	[8] 229,782	606,426	'19–'20
by miles of track						
.....	.....	147.67	[9] 12.57	13.33	.....	1860
.....	.....	350.68	23.73	13.33	.....	1870
.....	.....	616.41	32.24	13.66	.....	1880
111.33	.....	841.93	32.29	41.40	.....	1890
110.73	.....	1,222.82	35.58	56.14	.....	1900
[12] 169.10	13.08	1,595.73	33.48	81.51	.....	1910
[12] 169.43	17.54	1,646.74	33.94	84.48	.....	1911
[12] 170.81	18.77	1,666.30	33.75	89.04	.....	1912
[12] 173.72	18.77	1,684.65	33.54	89.04	.....	1913
[12] 176.55	18.77	1,705.62	33.39	93.25	.....	1914
[12] 195.49	18.77	1,730.28	33.31	94.66	.....	1915
[12] 221.51	18.77	1,775.61	33.63	96.79	.....	1916
[12] 231.06	18.77	1,839.66	34.29	102.07	.....	1917
[13] 244.76	18.77	1,866.47	34.25	[8] 108.75	.....	1918
[14] 236.45	18.77	1,930.01	34.87	[8] 109.74	.....	1919
244.06	18.77	1,943.43	34.58	[8] 109.80	.....	1920
or (D) Decrease						
.....	.....	203.01	11.16	.....	.....	'60–'70
.....	.....	265.73	8.51	0.33	.....	'70–'80
111.33	.....	225.52	0.05	27.74	.....	'80–'90
D 0.60	.....	380.89	3.29	14.74	.....	'90–'00
58.37	13.08	372.91	D 2.10	25.37	.....	'00–'10
74.96	5.69	347.70	1.10	28.29	.....	'10–'20
or (D) Decrease						
.....	.....	137.48	89	.....	.....	'60–'70
.....	.....	75.78	36	2.48	.....	'70–'80
—	.....	36.59	*	203.07	.....	'80–'90
D 0.54	.....	45.24	10	35.60	.....	'90–'00
52.71	—	30.50	D 6	45.19	.....	'00–'10
44.33	43.50	21.79	3	34.71	.....	'10–'20

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TABLE 1. Growth of city transit in New York City[1] since 1860:

Year Ended June 30	Street Surface Railways of —				Interborough Rapid Transit	
	Manhattan	The Bronx[2]	Brooklyn and Queens	Richmond	Elevated division (Manhattan Ry. lessor)	Subway division (City of New York lessor)[6]
1860	453	.....	209	.....	.....	.....
1870	1,075	17	[3] 603	8	.....	.....
1880	1,562	35	[4] 1,524	13	542	.....
1890	2,365	76	2,684	22	947	.....
1900	3,524	433	3,783	168	1,122	.....
1910	3,195	936	3,368	193	1,667	917
1911	3,495	495	3,438	193	1,748	1,130
1912	3,406	551	3,455	193	1,782	1,144
1913	3,243	690	3,463	193	1,781	1,144
1914	3,263	746	3,594	192	1,780	1,143
1915	3,155	776	3,548	224	1,775	1,152
1916	3,121	740	3,553	224	1,880	1,520
1917	3,145	721	3,553	220	2,249	1,241
1918	2,932	681	3,510	220	2,248	1,584
1919	2,932	682	3,508	215	2,217	1,806
1920	2,632	713	3,795	152	2,213	1,816
						Absolute
'60–'70	622	17	394	8	.....	.....
'70–'80	487	18	921	5	542	.....
'80–'90	803	41	1,160	9	405	.....
'90–'00	1,159	357	1,099	146	175	.....
'00–'10	D 329	503	D 415	25	545	917
'10–'11	300	D 441	70	.....	81	213
'11–'12	D 89	56	17	.....	34	14
'12–'13	D 163	139	8	.....	D 1	.....
'13–'14	20	56	131	D 1	D 1	D 1
'14–'15	D 108	30	D 46	32	D 5	8
'15–'16	D 34	D 36	5	.....	105	369
'16–'17	24	D 19	.....	D 4	369	D 279
'17–'18	D 213	D 40	D 43	.....	D 1	343
'18–'19	.....	1	D 2	D 5	D 31	222
'19–'20	D 300	31	287	D 63	D 4	10
						Per Cent
'60–'70	137.31	——	188.52	——	.....	.....
'70–'80	45.30	105.88	152.74	62.50	——	.....
'80–'90	51.41	117.14	76.12	69.23	74.72	.....
'90–'00	49.01	469.74	40.95	663.64	18.48	.....
'00–'10	D 9.34	116.17	D 11.97	14.88	48.57	.....
'10–'20	D 17.62	D 23.82	12.68	D 21.24	32.75	98.04

[1] Present corporate limits. The table includes all operating companies and all their lessor companies now reporting to the Public Service Commission for the First District, and all predecessors of such companies.

[2] Includes the Westchester Electric.

[3] Brooklyn surface includes 494,739 passengers, $63,541 passenger receipts, 17.50 miles of track and 34 cars, returned by roads primarily engaged in shore-resort traffic, which roads in later years became part of the B. R. T. elevated division, and the statistics of which from 1890 on are included with those for that division.

[4] Brooklyn surface includes 1,961,078 passengers, $266,344 passenger receipts, 41.26 miles of track and 104 cars of the steam roads described in preceding note.

[5] The 701,072 passengers carried by the New York & North Shore in 1910, when this road's operation within the city limits had not yet begun, are disregarded in this table.

[6] Opened Oct. 27, 1904.

[7] Opened Feb. 26, 1908.

[8] The 1918, 1919 and 1920 figures for the Staten Island steam roads are for the calendar year.

[9] Mileage ratios are per 100,000 population. See also †.

[10] The receipts for 1900 for the B. R. T. system have been divided between the street-surface and elevated divisions on the basis of an estimated proportion of 75 per cent for the former and 25 per cent for the latter.

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As indicated by number of passenger cars owned or leased

Brooklyn Rapid Transit elevated-subway division	Hudson & Manhattan[7]	Total Street Railways: Absolute number	Total Street Railways: Per 100,000 population†	Staten Island steam roads	Fifth Avenue Coach Company	Year Ended June 30
.....	.....	662	56	6	——	1860
.....	.....	1,703	115	8	——	1870
.....	.....	3,676	192	10	——	1880
491	.....	6,585	253	64	N. R.	1890
657	.....	9,687	282	101	72	1900
928	140	11,344	238	93	61	1910
928	190	11,617	239	93	80	1911
928	226	11,685	237	91	81	1912
934	226	11,674	232	91	105	1913
951	226	11,895	233	91	125	1914
1,029	226	11,885	229	91	133	1915
1,154	226	12,418	235	91	132	1916
1,228	226	12,583	235	91	176	1917
1,375	226	12,776	234	[8] 91	239	1918
1,417	226	13,003	235	[8] 91	279	1919
1,514	226	13,061	232	[8] 91	271	1920
Increase or (D) Decrease						
.....	.....	1,041	59	2	——	'60–'70
.....	.....	1,973	77	2	——	'70–'80
491	.....	2,909	61	54	——	'80–'90
166	.....	3,102	27	37	N. R.	'90–'00
271	140	1,657	D 44	D 8	D 11	'00–'10
.....	50	273	1	.....	19	'10–'11
.....	36	68	D 2	D 2	1	'11–'12
6	.....	D 11	D 5	.....	24	'12–'13
17	.....	221	1	.....	20	'13–'14
78	.....	D 10	D 4	.....	8	'14–'15
125	.....	533	6	.....	D 1	'15–'16
74	.....	165	.....	.....	44	'16–'17
147	.....	193	D 1	.....	63	'17–'18
42	.....	227	1	.....	40	'18–'19
97	.....	58	D 3	.....	D 8	'19–'20
Increase or (D) Decrease						
.....	.....	157.25	105	33.33	——	'60–'70
.....	.....	115.85	67	25.00	——	'70–'80
——	.....	79.13	32	540.00	——	'80–'90
33.81	.....	47.11	11	57.81	——	'90–'00
41.25	.....	17.11	D 15	D 7.92	D 15.28	'00–'10
63.15	61.43	15.14	D 3	D 2.15	344.26	'10–'20

The 1910–1915 figures differ slightly from those shown in Reports prior to 1916, because of nge in the basis of approximation. The figures formerly used, included under B. R. T. elevat N. Y. Consolidated (or predecessors) and the South Brooklyn roads. They now include t Y. Consolidated or predecessors (except Sea Beach surface), the Culver elevated of the Sou oklyn (which line reported considerably more than one-half of the total South Brook ipts) and the West End line of the Nassau Electric "elevated". The latter line was tr ed to the surface division after June 24, 1916. In 1918 the elevated division also included t ton's Point "elevated" of the South Brooklyn.

The division of the trackage of the B. R. T. system between street surface and elevated s approximate. The 1910 to 1915 figures for the elevated include the New York Consolidated predecessors), the South Brooklyn, and the West End line of the Nassau. The latter is exclude r 1915.

Operation of "elevated" trains over track of West End line of the Nassau Electric was dis inued and of surface cars begun on June 24, 1916. This track is included with surface track f June 30, 1916, while passenger receipts on this line, up to June 24, 1916, are included with ated receipts.

See general note to Table 7, F.

Less than ½ of 1 per cent.

Figures subsequent to 1910 revised on basis of 1920 census.

For 1901 to 1908, see 1917 Report.

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TABLE 2. NEW YORK CITY FERRY

[Figures were substantially all obtained from the United States Steamboat Inspection Service to which the companies report, and embrace all passenger traffic except a relatively inconsiderable amount on ferries plying from Staten Island to New Jersey or from Brooklyn to the Rockaway peninsula, and the Twin City Ferry (See note 9). Also omitted are several city-owned or government-owned ferries plying to small islands in the harbor, since no fare is charged, and no record of passengers kept. Beginning with the opening of the first H. & M. tubes in 1908, the figures for the Lackawanna ferries and the aggregates into which they enter have probably been increasingly

	Between Manhattan				
		Pavonia Ferry Co. (Erie R.R.)			
Year Ended June 30 —	N. Y. & Hoboken Ferry Co. (Lackawanna R.R.)[1]	Ticket sales[2]	Actual passengers carried[3]	Pennsylvania R.R. ferries[4]	Jersey Central R.R. ferries[5]
1908[7]	41,500,000	[19,309,807]	18,882,724	34,945,175	14,618,406
1909	39,000,000	[19,171,761]	18,455,455	33,335,522	13,527,179
1910	37,900,000	[16,750,151]	10,691,632	24,482,566	14,400,427
1911	36,480,000	[13,555,281]	9,208,671	17,965,857	14,259,920
1912	36,480,000	[20,109,052]	9,659,582	12,354,779	14,324,101
1913	37,700,000	[17,196,302]	10,229,871	9,651,029	15,143,834
1914	37,340,000	[21,692,085]	10,853,610	8,730,985	14,794,610
1915	36,570,000	[21,497,866]	9,609,993	8,185,894	14,299,756
1916	36,290,000	[21,993,735]	9,556,915	7,463,379	15,152,233
1917	36,154,320	[22,671,950]	9,322,393	6,981,139	15,709,130
1918	37,360,000	[22,239,048]	8,417,766	5,790,192	16,051,445
1919	37,459,023	[25,115,849]	8,360,538	5,182,386	15,030,349
1920	40,687,649	[N. R.]	9,612,235	5,984,537	17,376,911

	Between Manhattan and Brooklyn				
Year Ended June 30 —	Union Ferry Co.[12]	B'klyn & Manh. Ferry Co. (formerly N. Y. & B'klyn ferries)[13]	Nassau Ferry Co. (E. Houston st.)	Municipal ferry (to 39th street, Brooklyn)	Total
1908[7]	24,942,347	13,756,772	811,289	1,847,041	41,357,449
1909	16,320,706	9,217,463	1,299,000	1,293,359	28,130,528
1910	14,134,089	7,158,222	1,825,000	1,502,181	24,619,492
1911	12,723,707	7,537,239	1,784,000	1,536,798	23,581,744
1912	9,356,528	8,331,348	1,385,000	1,524,717	20,597,593
1913	7,716,972	6,950,038	1,830,000	1,609,265	18,106,275
1914	7,130,275	6,703,541	1,830,000	1,946,327	17,610,143
1915	6,489,649	7,254,058	1,449,286	1,892,410	17,085,403
1916	6,679,953	6,346,472	1,143,954	1,365,219	15,535,598
1917	6,697,066	4,930,225	1,105,656	1,226,816	13,959,763
1918	6,536,159	4,929,948	853,894	1,118,380	13,438,381
1919	6,399,749	3,619,629	([15])	949,232	10,968,610
1920	7,422,593	3,034,212	([15])	1,004,725	11,461,530

[1] Close estimates, based on the sale of local-ferry and N. Y. railroad tickets, operating conditions not permitting an exact record. Apparently the estimated element is an allowance alone for commuters not using their full train privileges. See also headnote. In all years of table, three lines were operated.

[2] The figures in this column, which do not enter into totals, represent all Erie passengers entitled to ferry transportation; the following column shows approximately the number actually using the ferry.

[3] The figures for 1908 and 1909 are close estimates. Two lines operated in all years of table.

[4] Since fiscal year 1911, two lines operated. Previously, four.

[5] At least two lines operated in all years of table. For several years the West Shore has operated a third line (the 42d St.–West New York).

[6] Differences from figures previously published are due to either earlier use of ticket sales for the Erie traffic, or omission here of the Twin City Ferry traffic, or both.

[7] With the exception of the Municipal Ferry figures, the first six months of fiscal 1908 are estimated by dividing the known figures for calendar 1907 in the same proportion as held for the two six-months periods of calendar 1908.

[8] May have been in operation before 1915, but no data are available.

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PASSENGER TRAFFIC, 1908–1920

inaccurate as judged by the increasing discrepancy between the Erie ticket sales and actual passengers carried. The Lackawanna "has made no estimate of the number of their railroad passengers [whose tickets entitle them to ferriage] that use the H. & M. tubes instead of the ferry." It is possible that subsequent to 1913, less than one-half of the Lackawanna's N. Y. City train passengers used their ferry privilege. For ferry data prior to 1908, and for the numerous ferries discontinued prior to 1916, see *Retrospect of New York harbor ferry traffic* in this Commission's Annual Report for 1916, v. II, p. 33 ff.]

AND NEW JERSEY

West Shore ferries[5] (N. Y. Central R.R.)	Riverside & Fort Lee Ferry Co. (W. 130th St.)	Dyckman St. & Englewood Ferry Co.	Total[6]	Manhattan & Richmond (municipal ferry)	Brooklyn & Richmond Ferry Co.
8,823,495	3,531,720	.....	122,301,520	10,894,323	.....
9,068,662	3,955,726	.....	117,342,544	10,459,418	.....
10,110,149	4,571,314	.....	102,156,088	11,281,327	.....
10,652,792	4,625,124	.....	93,192,364	11,917,810	.....
11,753,424	4,855,436	.....	89,427,322	12,296,571	.....
12,168,507	5,108,584	.....	91,001,825	12,784,886	.....
13,887,553	5,199,360	.....	90,806,118	13,482,469	.....
13,551,256	5,590,434	[8] 19,193	87,826,526	14,107,856	[8] 194,051
14,618,569	6,242,247	301,375	89,624,718	15,364,339	N. R.
15,414,406	6,858,527	311,352	90,751,267	16,435,704	N. R.
17,519,123	8,215,540	298,556	93,652,622	18,592,412	[9] 383,482
16,824,967	9,032,377	535,998	92,425,638	18,396,456	[10] 972,122
18,695,797	9,224,340	670,871	102,252,340	19,471,534	[10] 1,052,671

BETWEEN MANHATTAN OR THE BRONX AND QUEENS[11]							ANNUAL INCREASE OR (D) DECREASE	
Long Island R. R. ferries	New York & East River Ferry Co. (E. 92d St.)	New York & College Point Ferry Co.[14]	Total[6]	Grand total[8]	Average per day[6]		Number[6]	Per cent[8]
20,246,195	5,869,185	725,298	26,840,678	201,393,970	550,257		———	———
17,982,868	6,253,000	623,241	24,829,109	180,761,599	495,237		D 20,632,371	D 10.24
14,425,975	4,687,200	632,986	19,746,161	157,803,068	432,337		D 22,958,531	D 12.70
8,941,204	3,713,999	569,869	13,225,072	141,916,990	388,814		D 15,886,078	D 10.07
6,256,232	3,348,024	492,185	10,096,432	132,417,918	361,798		D 9,499,072	D 6.69
5,023,511	3,248,925	426,640	8,714,076	130,607,062	357,828		D 1,810,856	D 1.37
4,109,564	3,028,819	430,906	7,579,309	129,478,059	354,734		D 1,129,003	D 0.86
3,544,326	2,859,429	367,809	6,771,574	125,985,410	345,165		D 3,492,649	D 2.70
2,268,707	2,785,712	310,439	5,364,858	125,889,513	343,960		D 95,897	D 0.08
2,006,576	2,824,968	270,173	5,100,717	126,247,451	345,883		357,938	0.28
1,659,539	1,754,833	36,518	3,450,890	129,517,787	354,843		3,270,336	2.59
1,550,268	([13])	[16] 19,921	1,570,189	124,333,015	340,638		D 5,184,772	D 4.00
1,321,328	([15])	.....	1,321,328	135,559,403	370,381		11,226,388	9.03

[5] Foot passengers only.
[10] Includes passengers in vehicles.
[11] Not included is the traffic of Twin City Ferry Co., which for several years operated in summer from Clason Point to College Point. The reported number of passengers on this ferry was 35,777 in 1915; 21,449 in 1916; and 11,968 in 1917.
[12] From Whitehall st. to Hamilton and Atlantic aves. and from Fulton st., Manh., to Fulton st., Brooklyn.
[13] After June 1, 1918, only the ferry from E. 23d st. to Greenpoint ave., the line from Roosevelt st. to Broadway, Brooklyn, having closed down. The predecessor company operated nearly all the large fleet of ferry-boats formerly plying the East river north of Fulton ferry and south of the Long Island's 34th Street ferry.
[14] Prior to 1918, from E. 99th and from E. 134th st. to College Point, and in summer only, to North Beach. In 1918 only to College Point.
[15] Not in operation. The N. Y. & E. R., although not closing down until December 28, 1918, did not report the passengers carried after June 30, 1918. This ferry was restored by the municipality, September 27, 1920.
[16] Figure to November 9, 1918, when operation ceased.

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TABLE 3. COMMUTATION TRAVEL TO NEW YORK CITY, 1900–1917

(Based on 60-trip monthly commutation tickets, unless otherwise stated. The index number indicates the relative increase in travel over the yearly average in 1900–1902 taken as 100.)

(A) NEW YORK RAILROADS

	LONG ISLAND RAILROAD			NEW YORK CENTRAL R. R. (INCL. WEST SHORE RAILROAD)			NEW YORK, NEW HAVEN & HARTFORD R. R.	
YEAR	Total ticket sales	Average per month	Index number	Total ticket sales	Average per month	Index number	Total trips in and out of Grand Central Terminal	Index number
1900..	Est. av. 50,000	4,167	100.00	82,681	6,890	91.02	2,132,774	93.56
1901..				91,987	7,666	101.27	2,278,918	99.97
1902..				97,830	8,153	100.70	2,427,196	106.47
1903..	——	——	——	101,750	8,479	112.01	2,576,992	113.04
1904..	——	——	——	107,083	8,924	117.89	2,673,225	117.27
1905..	76,644	6,387	153.28	120,627	10,052	132.79	2,930,864	128.57
1906..	88,794	7,399	177.56	130,286	10,857	143.42	3,185,103	139.72
1907..	106,208	8,851	212.41	116,034	9,670	127.74	3,479,124	152.62
1908..	108,429	9,036	216.85	106,565	8,880	117.31	3,876,109	170.03
1909..	125,873	10,489	251.72	119,077	9,923	131.08	4,198,699	184.18
1910..	142,427	11,869	284.83	124,441	10,370	136.99	4,211,936	184.76
1911..	162,318	13,526	324.60	129,253	10,771	142.29	4,083,417	179.13
1912..	182,046	15,170	364.05	141,475	11,790	155.75	4,003,954	175.64
1913..	203,886	16,990	407.73	154,851	12,904	170.46	3,892,380	170.75
1914..	216,728	18,060	433.41	161,980	13,498	178.31	3,983,610	174.75
1915..	226,391	18,866	452.75	169,145	14,095	186.20	4,199,425	184.22
1916..	254,803	21,233	509.55	191,671	15,973	211.00	[1] 4,084,861	195.48
1917..	275,712	22,976	551.37	200,348	16,696	220.55	4,741,536	208.00

(B) NEW JERSEY RAILROADS

	CENTRAL RAILROAD OF NEW JERSEY			ERIE RAILROAD	LEHIGH VALLEY R. R.	DELAWARE, LACKAWANNA & WESTERN R. R.[2]	
1900..	52,011	4,334	97.17			6,631,060	92.54
1901..	53,632	4,469	100.20			7,441,692	99.66
1902..	54,934	4,578	102.65			7,724,360	107.80
1903..	57,680	4,807	107.78			8,302,130	115.86
1904..	61,619	5,135	113.13			8,838,886	123.35
1905..	67,169	5,597	125.49			9,554,024	133.33
1906..	78,033	6,503	145.81			10,553,196	147.27
1907..	85,383	7,115	159.53	Total	Total	11,549,552	161.18
1908..	86,547	7,212	161.70	ticket	ticket	12,236,124	170.76
1909..	90,334	7,528	168.79	sales	sales	13,522,012	188.70
1910..	90,369	7,531	168.86	234,849	1,401	13,855,240	193.35
1911..	92,585	7,715	172.98	239,188	1,295	13,102,460	182.85
1912..	94,659	7,888	176.86	245,685	1,313	12,767,120	178.17
1913..	96,474	8,039	180.25	251,900	1,281	12,837,760	179.66
1914..	92,208	8,184	183.50	254,307	1,256	12,774,670	178.28
1915..	99,946	8,329	186.75	257,000	1,278	12,847,490	179.29
1916..	106,199	8,850	198.43	[1] 247,120	[1] 1,145	13,384,720	186.29

[1] For 11 months.

[2] "Number of passengers carried between New York city and points in New Jersey as computed from 10, 46, 50, and 60 trip tickets sold."

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TABLE 4. SUBURBAN TRAVEL ON LONG ISLAND AND STATEN ISLAND: (A) Passenger traffic and passenger-car miles in passenger trains of the Long Island Railroad, 1912–1920

I. PASSENGERS

YEAR ENDED JUNE 30 —	Monthly commutation tickets within New York city limits [1]	PASSENGERS			
		Commuter	Local electric [2]	All other	Total
1912	84,213	11,125,984	7,017,651	17,619,607	35,763,242
1913	96,844	12,039,876	8,374,064	18,794,550	39,208,490
1914	109,939	13,051,527	7,924,039	20,275,828	41,251,394
1915	114,571	13,648,675	7,899,202	20,794,375	42,342,252
1916	122,751	14,707,874	8,381,082	20,817,240	43,906,196
1917	142,810	16,549,170	8,864,904	22,271,938	47,686,012
1918	143,272	18,565,644	9,122,213	26,619,064	54,306,921
1919	167,236	21,937,212	8,304,976	26,388,253	56,720,441
1920	235,187	26,273,989	10,285,202	28,710,605	65,269,796

II. PASSENGER-CAR MILEAGE [3]

YEAR ENDED JUNE 30—	STEAM TRAINS		Motor trains — passenger [4]	Trolley	Local electric [2]	Total
	Passenger	Parlor				
1912	10,624,007	761,144	8,518,815	.....	1,287,929	21,191,895
1913	9,966,314	694,859	8,903,009	9,627	2,059,334	21,723,143
1914	9,150,094	639,691	10,454,515	12,868	2,249,508	22,506,676
1915	8,209,469	627,072	10,788,287	13,318	2,449,375	22,087,531
1916	8,470,749	660,137	11,334,096	13,096	2,545,081	22,022,159
1917	8,855,744	696,644	12,108,487	14,958	2,632,067	23,307,900
1918	10,674,366	530,992	13,106,666	27,699	2,678,608	24,017,331
1919	10,229,710	304,868	13,855,223	33,972	2,397,580	26,821,353
1920	10,533,632	581,850	16,148,261	42,203	2,581,433	29,287,379

(B) Car and passenger movement, steam-road passenger service on Staten Island, 1908—1920

YEAR ENDED JUNE 30 —	Passenger cars in service	Passenger-car miles	Revenue passengers	Passenger mileage	Passenger revenue	
1908	116	[5] 1,864,382	5,649,116	37,566,191	$444,605	11
1909	81	1,925,745	5,237,373	34,274,991	432,357	12
1910	93	1,920,161	6,014,928	38,645,316	472,636	93
1911	93	1,955,299	6,218,316	39,621,324	487,403	85
1912	91	1,953,735	6,461,635	40,451,217	501,455	33
1913	91	2,053,547	6,636,336	42,058,441	527,023	22
1914	91	2,107,603	6,979,126	45,905,011	546,569	86
1915	91	2,124,509	6,943,302	46,476,514	553,203	78
1916	91	2,212,421	7,563,066	53,717,724	591,663	14
1917	91	2,257,992	8,378,779	61,584,025	660,985	73
1918	91	2,052,079	9,269,902	49,593,976	821,577	49
1919	91	2,257,583	10,204,511	54,594,133	939,463	60
1920	91	2,588,575	13,011,958	69,614,069	1,169,238	45
PER CENT INCREASE OR (D) DECREASE						
1908–1909	D 30.17	3.29	D 7.29	D 8.76	D 2.75	
1909–1910	14.81	D 0.29	14.85	12.75	9.31	
1910–1911	.....	1.83	3.38	2.53	3.13	
1911–1912	D 2.15	D 0.08	3.91	2.09	2.59	
1912–1913	.....	5.11	2.70	3.97	5.19	
1913–1914	.....	2.63	5.17	9.15	3.10	
1914–1915	.....	0.80	D 0.51	1.24	1.21	
1915–1916	.....	4.14	8.93	15.58	6.91	
1916–1917	.....	2.06	10.79	14.64	11.77	
1917–1918	.....	D 9.12	10.64	D 19.47	24.29	
1918–1919	.....	10.01	10.08	10.08	14.35	
1919–1920	.....	14.66	27.51	27.51	24.46	

[1] Figures represent approximately twelve times the number of intracity commuters.
[2] Traffic from Flatbush Avenue terminal, via Jamaica, to Queens as limit on one branch, and Valley Stream on another, at a straight 5-cent or 10-cent fare.
[3] Exclusive of mileage in mixed and special trains (relatively inconsiderable except during the war).
[4] From 1915, includes an inconsiderable number of parlor-car miles.
[5] Includes chartered-car miles, an inconsiderable item.

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TABLE 5. MOTOR OMNIBUS OPERATIONS: (A) Traffic of Fifth Avenue Coach Company 1909–1920

Year Ended June 30 —	Length of routes operated (miles)[2]	Number of revenue omnibuses	Non-revenue vehicles	Passenger-car miles[3]	Passenger-car hours[3]	Number of revenue passengers	Transfers
1909	N. R.	61	.....	796,375	112,096	3,609,304	.....
1910	18.76	61	2	1,320,432	177,832	6,305,175	.....
1911	18.76	80	4	1,354,391	178,075	5,997,372	.....
1912	19.16	81	2	1,440,841	188,621	6,339,072	.....
1913	19.16	[4] 105	5	2,176,790	275,675	8,884,534	[5] 445,573
1914	19.16	125	6	2,919,110	353,513	11,276,430	353,578
1915	19.20	133	8	4,113,625	478,516	14,050,471	520,429
1916	19.20	132	33	4,966,995	585,289	16,223,042	793,750
1917	22.62	176	35	5,843,052	718,050	22,080,764	863,381
1918	24.77	239	49	7,740,826	946,575	26,113,576	1,437,865
1919	24.77	279	50	8,022,026	1,002,006	36,488,447	2,034,005
1920	24.77	271	51	8,758,493	1,099,851	42,552,709	2,541,413

(B) Accidents; employees and wages, Fifth Avenue Coach Company, 1909–1920

Year Ended June 30 —	Accidents		Employees at June 30th				Total annual salaries and wages of officers and employees
	Persons killed	Persons injured	Conductors	Drivers	Others	Total	
1909	.....	9	62	57	53	172	[6] $104,928 14
1910	3	25	72	70	99	241	181,509 76
1911	1	34	82	80	115	277	218,336 03
1912	.....	21	89	90	149	328	238,306 28
1913	1	28	115	133	189	437	354,288 25
1914	1	13	133	136	232	501	418,269 26
1915	3	15	204	200	265	669	526,236 35
1916	4	35	224	217	292	733	636,885 44
1917	5	27	360	334	373	1,067	882,901 61
1918	5	40	446	380	431	1,257	1,209,644 90
1919	1	22	411	390	391	1,192	1,520,980 41
1920	4	47	400	382	412	1,194	2,049,682 13

(C) Operating revenues and expenses of Fifth Avenue Coach Company, 1909–1920

Year Ended June 30 —	Passenger revenue	Total operating revenue	Operating expenses	Net operating revenue	Taxes	Operating income
1909	$351,601	$369,405	$291,160	$78,245	$19,829	$58,416
1910	603,019	630,325	[7] 530,845	99,480	34,059	65,421
1911	599,737	631,311	592,204	39,107	35,832	3,275
1912	633,907	675,447	553,915	121,532	38,869	82,663
1913	888,453	935,668	716,521	219,147	54,692	164,455
1914	1,127,643	[8] 1,176,650	[9] 830,022	346,628	72,767	273,861
1915	1,405,047	1,451,508	920,097	531,411	91,801	439,610
1916	1,622,304	1,669,726	1,064,690	605,036	105,267	499,769
1917	2,208,076	2,243,817	1,457,935	785,882	163,374	622,508
1918	2,611,358	2,654,458	1,984,289	670,169	271,021	399,148
1919	3,648,845	3,742,697	2,347,594	1,395,103	486,790	908,313
1920	4,255,271	4,353,950	3,126,493	1,227,457	409,725	817,732

[1] Prior to Sept. 4, 1916, the only operating omnibus company in the city. On that date the City Island Motor Bus Co. began operations.

[2] Excluding duplications of parts of streets traversed.

[3] Includes both "active" and "idle" (loaded and empty) mileage and hours made by buses on *regular* routes, on the same basis as number of passengers and passenger revenue. None of these items included the small amount of traffic in special or "private hire" buses.

[4] In addition, 5 extra coach bodies were reported.

[5] Issuance of transfers began April 26, 1912. No record, however, was kept prior to August, 1913.

[6] Includes $3,000 estimated compensation for 5 officers.

[7] Differs by $1,929 from 1910 Report due to a credit returned subsequently to that tabulation.

[8] Includes rental of equipment to Pelham Park & City Island Railway, $2,060.

[9] Rents amounting to $47,188.29 have been transferred by Bureau of Statistics of this Commission from Operating expenses to Income deductions.

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TABLE 5. Motor omnibus operations: (D) Income of Fifth Avenue Coach Company, 1909–1920

YEAR ENDED JUNE 30—	Operating income	Other income	Gross income	Interest and rent charges, etc.	Net corporate income
1909	$58,416	$871	$59,287	$37,247	$22,040
1910	65,421	[10] 725	66,146	36,715	29,431
1911	3,275	294	3,569	37,390	D 33,821
1912	82,663	1,381	84,044	36,855	47,189
1913	164,455	2,752	167,207	36,855	130,352
1914	273,861	4,473	278,334	[9] 87,896	190,438
1915	439,610	10,861	450,471	86,297	364,174
1916	499,769	23,168	522,937	79,940	442,997
1917	622,508	19,736	642,244	59,708	582,536
1918	399,148	50,443	449,591	106,773	342,818
1919	908,313	41,409	949,722	105,763	843,959
1920	817,732	49,625	867,357	82,575	784,782

(E) Capital of Fifth Avenue Coach Company, 1909–1920

JUNE 30 OF YEAR	FIXED CAPITAL: Cost of real estate and equipment	FIXED CAPITAL: Accrued depreciation	FIXED CAPITAL: Unexpired capital outlay	Materials and supplies	Capital stock	Corporate surplus or (D) deficit
1909	$358,705 57	$92,911 71	$265,793 86	$18,543 91	$50,000	D $458,216 54
1910	394,149 75	208,659 63	185,490 12	22,433 16	50,000	D 420,336 77
1911	580,140 89	305,679 17	274,461 72	45,196 68	50,000	D 465,097 99
1912	579,522 22	379,727 77	199,794 45	43,443 15	50,000	D 416,977 82
1913	712,093 12	424,625 67	287,467 45	77,993 47	50,000	D 286,057 23
1914	835,667 12	407,906 06	427,761 06	71,085 34	50,000	D 105,794 67
1915	896,312 54	449,868 30	446,444 24	74,706 63	50,000	251,965 28
1916	879,767 50	442,882 00	436,885 50	108,579 63	50,000	706,094 51
1917	1,037,763 42	478,185 33	559,578 09	174,833 97	50,000	1,274,823 66
1918	1,327,671 18	569,640 52	758,030 66	386,238 73	50,000	1,466,617 78
1919	2,535,992 55	483,600 35	2,052,392 20	432,558 54	50,000	2,082,514 84
1920	2,563,953 26	716,845 24	1,847,108 02	317,662 22	50,000	2,719,579 94

(F) Data for City Island Motor Bus Company, 1917–1920

ITEM	YEAR ENDED JUNE 30 — 1917 [11]	1918	1919	1920
Length of route (miles)	7.5	7.5	7.5	7.5
Number of omnibuses	7	13	4	3
Single trips	9,696	19,302	43,560	42,011
Officers and employees	12	32	16	8
Annual salaries and wages	$4,506 13	$15,515 06	$25,765 19	$14,758 04
Revenue passengers	77,000	247,225	495,279	533,348
Fixed capital — gross	$10,831 39	$35,313 90	$45,017 60	$3,921 94
Accrued depreciation	1,705 00	10,291 23	42,758 32	3,272 42
Fixed capital — net	9,126 39	25,022 67	2,259 28	649 52
Capital stock outstanding	10,000 00	8,000 00	5,800 00	5,800 00
Corporate surplus or (D) deficit	775 57	D 9,616 99	19,893 55	27,608 76
Revenue	$13,544 39	$37,089 22	$83,660 81	$105,183 60
Operating expenses	11,667 62	40,248 03	89,723 23	105,665 63
Tax accruals	1,070 70	2,941 48	6,250 30	7,888 68
Operating income or (D) loss	806 07	D 6,100 29	D 12,312 72	D 8,370 71
Gross income or (D) loss	806 07	D 6,100 29	D 12,312 72	D 7,715 21
Income deductions	30 50	292 27	.....	.....
Net corporate income or (D) deficit	775 57	D 6,392 56	D 12,312,72	D 7,715 21

[9] See this note on preceding page.
[10] Difference from 1910 Report due to a correction by company subsequent to that tabulation.
[11] Ten months' operations, beginning September 4, 1916.

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TABLE 6. GENERAL STREET RAILWAY

[NOTE.— For financial summary cov

Item	1910	1911	1912	1913
Number of reports:				
Operating companies	34	36	36	36
Lessor companies[1]	23	21	22	21
Inchoate or dormant companies[2]	22	21	17	14
All companies[2]	79	78	75	71
Length of line (miles)	766.86	795.37	801.68	806.74
Year's increase[6]	11.31	18.76	8.16	5.61
Length of track (miles)	1,595.73	1,646.75	1,666.30	1,684.65
Year's increase[6]	20.16	40.83	19.37	14.30
Number of passenger cars[7]	11,364	11,617	11,685	11,674
Year's increase[7]	242	253	68	D 11
Number of other cars	927	964	979	965
Personnel (oper. companies) at close of year	37,339	39,937	39,275	40,713
Year's increase[7]	539	2,598	D 662	1,438
Aggregate salaries and wages[8]	$26,990,702	$28,974,787	$29,373,093	$20,580,054
Year's increase	941,427	1,984,085	398,306	206,961
Persons killed[11]	228	231	216	220
Year's increase	D 37	3	D 15	4
TRAFFIC:				
Revenue passengers	1,531,262,914	1,608,901,397	1,680,913,935	1,769,876,508
Year's increase	128,845,272	72,638,483	77,012,538	88,962,573
Per cent	9.19	4.74	4.80	5.20
Revenue passengers per day	4,195,241	4,394,250	4,592,661	4,848,977
Year's increase	353,001	199,009	198,411	256,316
Transfers collected	327,410,218	318,902,033	333,787,138	338,223,257
Year's increase	13,069,997	D 8,508,185	14,885,105	4,436,119
Passenger-car miles[9]	284,244,431	300,295,396	314,831,717	317,445,451
Year's increase	13,849,766	16,050,965	14,536,321	2,613,734
Per cent	5.12	5.65	4.84	0.83
CAPITALIZATION:[10]				
Capital stock outstanding	$302,815,995	$303,378,100	$269,487,360	$268,428,660
Funded debt[4]	376,154,917	379,391,869	400,099,943	477,270,619
Unfunded permanent debt owing to system companies[5]	60,032,202	60,927,182	54,481,734	58,605,646
Total gross capitalization	$739,003,114	$743,697,151	$724,069,037	$804,304,925
Year's increase	$895,808	$4,694,037	D $19,628,114	$80,235,888
Less intercorporate holdings:				
Capital stock	18,512,600	18,512,600	19,497,100	21,171,000
Funded debt	4,230,123	2,717,123	4,653,123	6,653,123
Unfunded permanent debt	30,225,109	30,185,734	24,818,472	23,716,808
Total	$52,967,832	$51,415,457	$48,968,695	$51,540,931
Approximate net capitalization	$686,035,282	$692,281,694	$675,100,342	$752,763,994

[1] Exclusive of City of New York as owner of rapid-transit and bridge track.
[2] Figures originally published for 1908–1910 corrected by exclusion of Penn. Tunnel & Terminal.
[3] The ratio is D 0.48 when Brooklyn & North River is included for 1914 as well as 1915.
[4] Includes Rapid Transit bonds of the City of New York for lines in operation. The figures originally published for funded debt for the earlier years have been revised to make them more nearly comparable with those for later years. Reacquired securities have been excluded and long term notes, certificates of indebtedness of B. R. T. companies, and matured funded debt transferred to the unfunded permanent debt classification, which also includes interest bearing construction advances. Includes also I. R. T. bonds representing investment of depreciation reserve and interest thereon as follows: 1916, $719,000; 1917, $756,000; 1918, $800,000; 1919, $853,000; and 1920, $925,000.
[5] Includes notes treated by creditor companies as permanent, interest bearing construction advances, and matured funded debt held by system companies.

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SUMMARY, YEARS ENDED JUNE 30, 1910–1920
[For the same period, see Table 13].

1914	1915	1916	1917	1918	1919	1920
36	36	36	36	36	36	40
22	22	22	22	22	21	17
11	6	4	3	.....	.....	.....
69	64	62	61	58	57	57
811.95	822.11	837.27	851.79	861.43	875.34	883.66
4.53	10.43	4.77	23.12	9.64	13.91	5.15
1,705.62	1,730.28	1,775.61	1,839.66	1,866.47	1,930.01	1,943.43
14.48	31.78	46.34	63.36	26.81	63.54	12.04
11,895	11,885	12,418	12,583	12,776	13,002	13,061
221	D 10	533	165	193	226	59
1,001	1,040	1,070	1,066	1,003	1,005	993
39,568	40,936	40,478	45,702	44,564	43,848	41,991
D 1,125	1,348	D 458	5,224	D 1,138	D 716	D 1,857
$31,505,529	$32,770,410	$34,163,166	$39,589,541	$44,347,001	$56,384,537	$69,714,464
1,925,475	1,264,881	1,392,756	5,426,375	4,757,450	12,037,536	12,329,927
217	206	189	226	243	307	168
D 3	D 11	D 17	37	17	64	D 139
$13,294,356	1,807,632,726	1,898,735,615	1,918,812,229	1,975,511,789	2,079,944,297	2,365,587,360
43,327,848	D 5,571,630	91,102,889	20,076,614	56,699,560	104,432,508	285,643,072
2.45	D[3] 0.31	5.04	1.06	2.95	5.29	13.73
4,967,683	4,952,418	5,187,802	5,257,020	5,412,361	5,698,478	6,463,353
118,706	D 15,265	235,384	69,218	155,341	286,117	764,875
45,281,963	350,048,154	364,219,050	327,753,016	320,419,738	294,397,790	165,222,445
7,058,706	13,766,191	5,170,896	D 36,466,034	D 7,333,278	D 26,021,948	D 129,175,345
19,195,834	325,867,247	335,161,928	327,517,928	328,990,244	340,949,288	343,486,648
1,850,383	6,571,413	9,294,681	D 7,644,000	1,472,316	11,959,044	2,537,360
0.58	2.06	2.85	D 2.28	0.45	3.64	0.74
$268,421,410	$268,615,710	$268,615,710	$268,615,710	$268,015,710	$ 267,415,710	$267,415,510
515,288,442	554,751,262	624,850,579	656,890,533	681,323,234	775,205,966	792,209,106
38,791,248	59,540,432	60,415,712	61,515,498	[5] 64,816,253	64,920,429	64,504,060
$842,501,100	$882,907,404	$953,882,001	$987,021,741	$1,014,155,197	$1,107,542,105	$1,124,218,676
$38,196,175	$40,406,304	$70,974,597	$33,139,740	$27,033,456	$93,386,908	$16,676,571
24,839,400	25,445,000	25,480,200	26,349,900	26,406,800	26,379,200	26,389,200
6,972,500	7,958,900	7,962,900	7,941,400	9,121,239	6,860,839	6,932,339
21,667,220	21,928,373	22,388,126	22,380,626	20,077,662	19,450,253	19,430,253
$53,479,120	$55,332,273	$55,831,226	$56,671,926	$55,605,701	$52,690,292	$52,751,792
$789,021,980	$827,575,131	$898,050,775	$930,349,815	$958,549,496	$1,054,851,813	$1,071,466,884

[6] Changes due to remeasurement are in general excluded. Thus increases are in general not arithmetical differences. Some figures have been revised since original publication.

[7] Some basic figures have been revised since original publication on account of corrections by companies.

[8] Differences from figures originally published, due to inclusion here of wages of H. & M. office building employees.

[9] Active and idle, but excluding chartered-car.

[10] Most of the capitalization figures differ somewhat from those published prior to the 1918 tabulation because of a re-analysis made in connection with the latter (see also footnote 4).

[11] Excluding fatalities occurring outside New York city limits. Figures published in earlier general summaries generally included them.

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TABLE 7. ROAD AND TRACK MILEAGE, JUNE 30, 1908–1920: (A) Length of road and track

June 30 —	Road or First Track: On streets or other public ways	Road or First Track: On private right of way	Second track	Third to fifth tracks	Sidings, turnouts, etc.	Total running track	In car-houses, yards, etc.	Grand total track
1908[1]	659.092	80.114	600.052	47.145	68.192	1,454.595	86.254	1,540.849
1909	667.886	80.913	608.919	48.005	68.477	1,474,200	86.902	1,561.102
1910	674.520	92.344	618.494	48.021	71.490	1,504.869	90.863	1,595.732
1911	701.316	94.053	631.613	48.134	71.045	1,546.161	100.585	1,646.746
1912	706.650	95.030	645.554	48.365	54.225	1,549.824	116.473	1,666.297
1913	709.952	96.785	652.393	48.365	54.106	1,561.601	123.049	1,684.650
1914	718.503	93.443	663.640	48.939	48.359	1,572.884	132.736	1,705.620
1915	733.258	88.855	667.745	57.585	52.049	1,599.492	130.787	1,730.279
1916	739.216	88.052	673.700	96.802	45.261	1,643.031	132.582	1,775.613
1917	762.173	89.621	696.749	114.220	44.851	1,707.614	132.048	1,839.662
1918	773.195	88.237	708.289	122.601	43.095	1,735.417	131.050	1,866.467
1919	786.251	89.085	725.306	149.029	45.618	1,795.289	134.720	1,930.009
1920*	793.700	89.957	732.328	152.217	44.822	1,813.024	130.405	1,943.429

(B) Increase in road and track[2]

June 30 —	New Line Opened[3]: Rapid-Transit	New Line Opened: Surface	New Line Opened: Total	Increase in All Tracks: Rapid-transit	Increase in All Tracks: Surface	Increase in All Tracks: Total
1908	5.820	8.582	14.402	23.690	15.286	38.976
1909	3.440	6.161	9.601	7.696	12.557	20.253
1910	4.090	7.220	11.310	6.260	13.900	20.160
1911	1.239	17.521	18.760	8.136	32.694	40.830
1912	.....	8.158	8.158	1.806	17.566	19.372
1913	.....	6.612	6.612	D 0.020	14.316	14.296
1914	1.204	3.322	4.526	2.813	11.664	14.477
1915	8.320	2.108	10.428	25.161	6.618	31.779
1916	6.960	D 2.193	4.767	49.575	D 3.238	46.337
1917	19.893	3.226	23.119	58.024	5.332	63.356
1918	8.806	0.832	9.638	23.929	2.876	26.805
1919	23.180	D 9.276	13.904	77.008	D 13.466	63.542
1920*	4.971	0.182	5.153	13.636	D 1.593	12.043

(C) Length of road or line divided between surface and rapid-transit companies

June 30 —	Miles of Line Operated By Surface Companies Assigned to Borough[4] of —: Manhattan	Bronx	Brooklyn	Queens	Richmond	Total surface	Rapid-transit[5]	Grand total
1908	154.964	93.678	232.450	97.910	36.590	615.592	123.614	739.206
1909	155.244	98.375	233.336	98.200	36.590	621.745	127.054	748.799
1910	158.096	100.848	237.173	102.990	36.620	635.727	131.137	766.864
1911	153.933	104.093	238.907	129.440	36.620	662.993	132.376	795.369
1912	148.212	112.664	239.072	130.941	39.050	669.939	131.741	801.680
1913	146.298	115.907	240.048	134.281	37.010	673.544	133.193	806.737
1914	143.214	121.059	239.925	136.341	37.010	677.549	134.397	811.946
1915	147.785	118.793	241.241	136.321	36.910	681.050	141.063	822.113
1916	148.226	119.569	241.401	133.705	36.930	679.831	147.437	827.268
1917	147.487	120.072	245.430	134.545	36.930	684.464	167.330	851.794
1918	145.629	119.038	248.634	135.065	36.930	685.296	176.136	861.432
1919	139.629	117.331	256.805	135.065	36.930	685.760	189.576	875.336
1920*	141.787	118.858	256.751	134.465	36.930	688.791	194.866	883.657

[1] Figures differ from those originally published owing to reclassification.
[2] Changes due to remeasurement or reclassification are in general excluded. Thus increases are in general not arithmetical differences. Some figures have been revised since original publication.
[3] For rapid-transit, gross and net increase are the same; for surface, net after deducting track removed.
[4] Generally these borough groups include some road and track extending into another borough and not all of their own. For strict physical division of track by boroughs, see Div. F.
[5] Includes Hudson & Manhattan. For classification of track in Brooklyn used for both rapid-transit train and surface car operation, see note, Div. F.
* See general note to Table I, Part II of this volume. Figures for 1920 include track of four companies which have discontinued operation, as follows: Div. A, First track, 37.806; running track, 48.802; all track, 49.202; Div. C, Manhattan, 5.499; Bronx, 2.887; Queens, 29.420; Total surface, 37.806; Div. D, Manhattan, 7.839; Bronx, 3.283; Queens, 38.080; total surface, 49.202; Div. E, Underground, 2.776; storage-battery, 5.063; overhead contact, 41.363 and total, 49.202; Div. F, Manhattan, 6.559; Bronx, 3.283; Brooklyn, 1.280; Queens, 16.760; Outside city (Nassau Co.), 21.320 and total, 49.202.

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TABLE 7. Road and track mileage, June 30, 1908–1920: (D) Length of track divided between surface and rapid-transit companies

June 30 —	Miles of Track Operated by Surface Companies Assigned to Borough of[4]— Manhattan	Bronx	Brooklyn	Queens	Richmond	Total surface	Rapid-transit Total[5]	I.R.T.	B.R.T.
1908	310.336	166.483	494.817	148.520	64.630	1,184.786	356.063	197.300	151.963
1909	310.896	176.096	496.841	148.880	64.630	1,197.343	363.759	199.990	156.969
1910	314.537	181.901	503.516	159.160	65.630	1,224.744	370.988	199.970	157.940
1911	309.882	188.468	507.012	196.630	65.630	1,267.622	379.124	203.310	158.270
1912	303.161	206.927	507.098	199.089	68.240	1,284.515	381.782	203.360	159.654
1913	300.793	211.759	514.543	206.909	65.980	1,299.984	384.666	203.340	162.556
1914	300.762	223.958	514.869	212.572	65.980	1,318.141	387.479	203.320	165.391
1915	305.455	218.239	518.842	213.012	65.780	1,321.328	408.951	205.850	184.333
1916	306.093	219.710	517.047	208.806	65.890	1,317.546	458.067	217.790	221.509
1917	304.761	219.338	523.512	210.070	65.890	1,323.571	516.091	266.260	231.063
1918	301.923	217.179	529.725	211.730	65.890	1,326.447	540.020	276.490	244.762
1919	294.312	212.698	559.691	211.783	65.890	1,344.374	585.635	330.420	236.447
1920 *	293.316	214.904	558.925	211.123	65.890	1,344.158	599.271	336.440	244.063

(E) Distribution by mode of operation

June 30 —	Third-rail contact	Overhead Contact "El" train operation[6]	Overhead Contact Other operation	Underground contact	Storage-battery	Horse	Other	Total
1908	296.435	[7] 59.628	867.842	236.878	.....	76.106	[8] 3.960	1,540.849
1909	302.407	61.352	879.839	237.438	.....	76.003	[9] 4.063	1,561.102
1910	306.653	62.335	903.715	239.703	.....	78.334	[10] 2.992	1,595.732
1911	316.459	62.665	955.065	239.886	9.039	62.532	[11] 1.100	1,646.746
1912	317.845	63.937	978.804	241.317	17.407	44.257	[12] 2.730	1,666.297
1913	317.825	66.841	996.111	237.123	36.252	29.398	[11] 1.100	1,684.650
1914	320.638	66.841	1,013.731	238.210	[13] 50.091	11.164	[14] 4.945	1,705.620
1915	340.095	68.856	1,010.435	241.500	[13] 54.895	9.663	[14] 4.835	1,730.279
1916	416.354	41.713	1,006.015	241.908	[13] 55.636	9.710	[14] 4.277	1,775.613
1917	478.547	37.544	1,013.379	241.373	[13] 62.062	2.480	[14] 4.277	1,839.662
1918	503.469	36.551	1,019.093	241.138	62.098	.....	[16] 4.118	1,866.467
1919	580.477	[17] 5.158	1,044.631	241.101	[18] 54.589	.....	[16] 4.053	1,930.009
1920 *	594.261	[17] 5.010	1,066.341	237.069	39.101	.....	[19] 1.647	1,943.429

* [4] [5] See these notes on preceding page.

[6] Chiefly West End and Culver surface extensions of B. R. T. elevated division.

[7] Includes 1.83 of the South Brooklyn operated by steam.

[8] Consists of 2.992 reported as "having no overhead construction" and 0.968 cable.

[9] Consists of 2.992 reported as "having no overhead construction," and 1.071 cable.

[10] Reported in 1910 as "unused track."

[11] Monorail electric, an experimental mode of operation. In 1915, changed to storage-battery.

[12] Consists of 1.1 monorail electric (see preceding note) and 1.63 in car houses without power construction.

[13] Includes 0.042 horse and storage-battery.

[14] Consists of 1.21 in car barns used by underground-contact cars but without conductor rails, 0.32 surface track with no provision for motive power in 1914 and 1915 (0.315 in 1916 and 1917), and track not operated as follows: 1914, 3.415; 1915, 3.305; 1916, 2.752; 1917, 2.752.

[15] Includes 13.099 simultaneously operated by horse and storage battery, of which 7.142 was classed, in the 1917 Report, as horse. Indefiniteness of classification is due to gradual change being in process at close of year.

[16] Composed of 1.21 miles in car-barns; 0.333 surface track with no provision for motive power and miles not operated as follows: 1918, 2.575; 1919, 2.510.

[17] Also usable as third-rail contact.

[18] Includes 16.178 miles of storage-battery tracks of New York Railways, not operated, for 1919 Report only.

[19] Composed of 1.21 in car barns and 0.437 not operated.

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TABLE 7. Road and track mileage, June 30, 1908–1920: (F) Geographical location of surface and rapid-transit railway track [1]

[NOTE.— Prior to 1919 the division of track between "street-surface" and "rapid-transit" was unsatisfactory, owing to the existence of a considerable mileage having mixed characteristics. There were four quasi rapid-transit routes to Coney Island originally built on private right of way under steam railroad charters — the Brighton Beach, Sea Beach, West End and Culver lines of the B. R. T. Elevated Division. On each side of much of this track a street was subsequently constructed, rendering the track virtually street-surface. Most of the track was used not only for the operation of single trolley cars but also for trains continuing from an elevated structure. The Brighton Beach and Sea Beach lines were rebuilt either above grade or sub grade, while the City of New York pursuant to Contract No. 4 constructed the New Utrecht and Gravesend Avenue elevated rapid-transit railways over the West End and Culver lines, respectively, and the latter surface tracks are now used by their owners or lessees (Nassau Electric R. R. and South Brooklyn Ry. Co.) solely for trolley car operation, the transition having taken place on June 24, 1916, and March 16, 1919, respectively. The apparent decrease of 10.71 miles of rapid transit track in Brooklyn in 1919 is due almost entirely to the transfer of the South Brooklyn Ry. Co. to the street-surface group, thereby eliminating 30.23 miles of track (one-third of which was yard and storage track), as compared with the 20.68 miles (net) of new elevated track. All Nassau Electric R. R. track is here classified as surface track throughout, although the portion at one time used by West End "L" trains is included down to 1915 in the B. R. T. Elevated Division in the Growth of City Transit summary (Table 1), in harmony with the grouping of passenger traffic.]

JUNE 30—	Manhattan	Bronx	Brooklyn	Queens	Richmond	Outside city [2]	Total
			SURFACE RAILWAYS				
1908	314.731	129.547	432.108	176.470	64.630	67.300	1,184.786
1909	315.291	139.160	434.132	176.830	64.630	67.300	1,197.343
1910	320.912	143.624	440.816	[3] 191.381	65.630	[3] 62.381	1,224.744
1911	317.848	140.854	444.312	[3] 207.321	65.630	[3] 91.657	1,267.622
1912	310.181	153.234	445.065	204.027	[4] 68.240	103.768	1,284.515
1913	310.998	156.382	450.554	211.152	65.980	104.918	1,299.984
1914	311.875	173.549	449.148	218.477	65.980	99.112	1,318.141
1915	315.183	167.868	452.607	220.803	65.780	99.087	1,321.328
1916	316.102	167.914	451.188	[5] 216.989	65.890	99.483	1,317.546
1917	314.423	167.701	456.875	219.011	65.890	99.671	1,323.571
1918	311.806	167.701	457.066	226.615	65.890	97.369	1,326.447
1919	304.165	166.046	[6] 487.032	226.598	65.890	94.643	[6] 1,344.374
1920*	303.537	169.706	486.266	225.958	65.890	92.801	1,344.158
			RAPID-TRANSIT RAILWAYS				
1908	168.228	30.180	152.585	2.490	.....	2.580	356.063
1909	169.609	33.130	155.950	2.490	.....	2.580	363.759
1910	171.662	33.130	156.929	2.489	.....	6.778	370.988
1911	172.423	36.460	157.299	2.489	.....	10.453	379.124
1912	172.314	36.510	158.792	2.489	.....	11.677	381.782
1913	172.294	36.510	158.792	5.393	.....	11.677	384.666
1914	175.107	36.510	159.124	5.061	.....	11.677	387.479
1915	178.633	36.510	177.415	4.716	.....	11.677	408.951
1916	186.466	40.670	206.053	13.201	.....	11.677	458.067
1917	187.186	66.540	211.447	39.241	.....	11.677	516.091
1918	205.598	72.550	208.966	41.229	.....	11.677	540.020
1919	243.785	85.853	[6] 198.251	46.069	.....	11.677	585.635
1920*	249.091	91.983	200.451	46.069	.....	11.677	599.271
			ALL STREET AND ELECTRIC RAILWAYS				
1908	482.959	159.727	584.693	178.960	64.630	69.880	1,540.849
1909	484.900	172.290	590.082	179.320	64.630	69.880	1,561.102
1910	492.574	176.754	597.745	[3] 193.870	65.630	[3] 69.159	1,595.732
1911	490.271	177.314	601.611	[3] 209.810	65.630	[3] 102.110	1,646.746
1912	482.495	189.744	603.857	206.516	68.240	115.445	1,666.297
1913	483.292	192.892	609.346	216.545	65.980	116.595	1,684.650
1914	486.982	210.059	608.272	223.538	65.980	110.789	1,705.620
1915	493.816	204.378	630.022	225.519	65.780	110.764	1,730.279
1916	502.568	208.584	657.221	230.190	65.890	111.160	1,775.613
1917	501.609	234.241	668.322	258.252	65.890	111.348	1,839.662
1918	517.404	240.251	666.032	267.844	65.890	109.046	1,866.467
1919	547.950	251.899	685.283	272.667	65.890	106.320	1,930.009
1920*	552.628	261.689	686.717	272.027	65.890	104.478	1,943.429

[1] Except for Manhattan surface, the several trifling decreases are likely to be due to remeasurement or reinventory. It has not been practicable to correct earlier returns except in the case referred to in note 3.

[2] Approximately one-half of the surface track outside the city is in Westchester county and one-half in Nassau county. The rapid-transit track outside the city is in New Jersey (Hudson & Manhattan).

[3] The figures for 1910 and 1911 differ from the Reports for those years on account of subsequent corrections of returns by the New York & Long Island.

[4] Temporary increase due to rerouting on parallel streets while the old tracks were still in place.

[5] Decrease due principally to abandonment, and later removal, of the two tracks on the roadway of the Queensboro bridge.

[6] See general note for explanation of increase in surface and decrease in rapid transit track.

* See this note on second preceding page.

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TABLE 8. STREET-RAILWAY POWER PLANTS: (A) Capacity and output, 1908–1920

Year	Capacity at Close of Year: Boilers[1] (h. p.)	Engines (recipr.) (h. p.)	Turbo-units (kw.)	A. C. generators[2] (kw.)	Substations (rotary converters) (kw.)	Energy (A. C.) generated during year[2] (kw. hrs.)
1908	185,530	306,050	49,250	213,950	256,400	N. R.
1909	219,516	301,700	85,600	250,300	280,900	886,582,288
1910	218,966	307,095	122,600	292,300	295,900	1,021,035,356
1911	218,466	364,725	147,625	354,825	320,970	1,092,372,446
1912	218,866	363,525	142,000	349,200	331,850	1,120,962,646
1913	203,830	322,775	140,000	323,200	340,070	1,019,110,051
1914	203,325	286,775	160,000	320,700	352,912	1,000,488,204
1915	203,325	274,775	220,000	373,200	389,612	1,041,819,428
1916	198,825	260,775	242,500	388,200	409,612	1,122,790,774
1917	189,325	243,800	242,500	388,200	429,612	1,096,382,348
1918	183,325	233,800	332,500	478,200	461,612	1,148,134,447
1919	183,325	232,800	392,500	538,200	544,012	1,220,839,796
1920	183,325	226,800	423,000	568,700	544,512	1,295,474,585

(B) Quantity and cost of coal used in power plants, 1915–1920

Year Ended June 30 —	Tons of 2,000 Pounds: Anthracite	Bituminous	Total Cost: Anthracite	Bituminous	Average Cost: Anthracite	Bituminous	Total	Lbs. per kw. hr.
1915	341,182	971,852	$577,340	$2,811,268	$1 69	$2 89	$2 58	2.45
1916	320,984	941,057	546,183	2,719,623	1 70	2 89	2 59	2.19
1917	336,724	941,717	690,551	2,877,129	2 05	3 06	2 79	2.27
1918	351,223	1,024,566	1,086,070	3,710,158	3 09	3 62	3 49	2.35
1919	299,368	1,129,978	1,147,980	6,073,848	3 83	5 38	5 05	2.32
1920	254,594	1,173,775	966,045	6,717,362	3 79	5 72	5 38	2.19

NOTE.—Included throughout the period are the generating plants of the New York Railways and Staten Island Midland, both closed down in 1913 but not yet in 1919 dismantled. The plant of the Third Avenue is included to Nov. 7, 1912, the date of its transfer under lease to the New York Edison. The Richmond Light & Railroad's plant is not included, being classed with light and power companies.

[1] Where, after 1913, square feet of heating surface is reported instead of horse-power, the former is reduced to the latter on the basis of the ratio of the corresponding horse-power returned in 1913.

[2] In addition there were D. C. generators with aggregate capacity of 36,520 kw. in 1908, declining to 11,400 kw. in 1918, and D. C. kw. hrs. generated aggregating approximately 77,000,000 in 1909, 46,000,000 in 1910, 31,000,000 in 1916, 22,000,000 in 1918, 11,000,000 in 1919, and 12,000,000 in 1920.

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TABLE 9. PASSENGER CARS, JUNE 30, 1908–1920: (A) Number owned or leased, by type of car

[Numbers in parentheses indicate *open* cars included in following figure.]

June 30 —	Rapid-transit		Conduit		Overhead-trolley		Storage-battery		Horse		Total	
1908	(36)	3,405	(1,767)	[1] 4,324	(736)	2,625	....	.....	(160)	451	(2,699)	10,805
1909	(36)	3,391	(1,758)	[1] 4,306	(656)	3,003	....	.....	(158)	422	(2,608)	11,122
1910	(36)	3,652	(1,753)	[1] 4,278	(654)	3,006	....	1	(160)	427	(2,603)	11,364
1911	(36)	3,996	(1,684)	4,116	(609)	3,048	....	[2] 34	(160)	423	(2,489)	11,617
1912	(36)	4,080	(1,683)	4,188	(609)	3,005	....	[2] 84	(90)	328	(2,418)	11,685
1913	(36)	4,087	(1,738)	4,331	(554)	2,810	....	[2] 125	(88)	321	(2,416)	11,674
1914	(36)	4,100	(1,716)	4,523	(554)	2,881	....	209	(50)	[3] 182	(2,356)	11,895
1915	(36)	4,182	(1,642)	4,533	(553)	2,791	....	209	(52)	170	(2,283)	11,885
1916	(36)	4,780	(1,642)	4,502	(554)	2,760	....	209	(51)	167	(2,283)	12,418
1917	(36)	4,944	(1,642)	4,479	(554)	2,727	....	266	(51)	167	(2,283)	12,583
1918	(36)	5,433	(1,636)	4,396	(554)	2,668	....	279	.....	.....	(2,226)	12,776
1919	(8)	5,666	(1,634)	4,396	(574)	2,665	....	276	.....	.....	(2,216)	13,003
1920	(8)	5,769	(1,580)	4,607	(427)	2,409	....	276	.....	.....	(2,015)	13,061

NOTE.— The cars tabulated as underground-conduit comprise all electric-contact cars reported in possession of Manhattan companies, although certain of those cars may not actually have been in use. Obsolete cars of all types have been kept, unused, for some years before being sold or scrapped. The marked decrease in trolley cars in 1911 is chiefly due to the Union Railway's selling or scrapping 258. The trifling change in the number of surface cars from 1908 to 1920, notwithstanding a 30 per cent increase in surface-car passengers carried, is explained by the marked increase in size of cars.

(B) Rapid-transit cars, by road

June 30 —	Interborough Rapid Transit Co.		New York Consolidated R.R.		Hudson & Manhattan R. R. Co.	Total
	Elevated A	Subway B	Elevated C	Subway D		
1908	1,591	837	927	.....	50	3,405
1909	1,591	823	927	.....	50	3,391
1910	1,667	917	928	.....	140	3,652
1911	1,748	1,130	928	.....	190	3,996
1912	1,782	1,144	928	.....	226	4,080
1913	1,781	1,144	928	.....	226	[4] 4,087
1914	1,780	1,143	928	.....	226	[4] 4,100
1915	1,775	1,152	928	101	226	4,182
1916	1,880	1,520	928	226	226	4,780
1917	2,249	1,241	928	300	226	4,944
1918	2,248	1,584	919	456	226	5,433
1919	2,217	1,806	917	500	226	5,666
1920	2,213	1,816	917	597	226	5,769

A — To 1915 the figures represent cars owned by the Manhattan Ry. Co. and held by the Interborough under its lease of that company's property. Thereafter they include also cars bought by the Interborough and held under the agreement of March 19, 1913 (Elevated Extension Certificate) with the City of New York as follows: 1916, 108; 1917 and 1918, 477; 1919 and 1920, 476.

B — To 1916 the figures represent cars installed and owned by the company under Contract No. 2. Thereafter they include also cars held by the company under Contract No. 3 as follows: 1917, 102; 1918, 445; 1919, 669; 1920, 679.

C — Cars owned by the company since 1913; previously by Brooklyn Union Elevated R. R., Canarsie R. R. and Transit Development Co. Additional cars leased from the Long Island R. R. in 1913 and 1914 are specified in a separate note.

D — Cars leased from the New York Municipal Ry. with right of reversion to the City of New York under Contract No. 4.

[1] Includes 14 cable cars, 6 of which are open.

[2] Includes 1 monorail electric.

[3] Includes 2 omnibuses temporarily operated by Pelham Park & City Island during reconstruction of track.

[4] Includes also cars temporarily leased by the N. Y. Consolidated from the Transit Development Co. and the Long Island R. R. (in 1913, 2 from T. D. Co. and 6 from L. I. R. R.; in 1914, 23 from latter). In November, 1914, the N. Y. Consol. returned to L. I. R. R. 23 trailer cars of which 6 had been hired in January, 1913, and 17 in November, 1913.

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TABLE 9. Passenger cars, June 30, 1908–1920: (C) Surface cars classified with reference to protection of motormen

June 30 —	Pre-payment platforms	Other enclosed platforms	Front of platform (but not sides) enclosed	Total protected	Without Protection: Open (summer) cars[5]	Without Protection: All other	Total surface cars
1908[6]	155	98	4,005	4,258	2,663	479	7,400
1909[6]	728	159	3,888	4,775	2,572	384	7,731
1910[6]	1,376	142	3,294	4,812	2,557	343	7,712
1911	1,526	[7] 212	[7] 3,182	4,920	2,443	258	7,621
1912	1,550	[7] 271	[7] 3,172	4,993	2,372	240	7,605
1913	1,538	327	3,117	4,982	2,370	235	7,587
1914	1,582	[8] 697	3,069	5,348	2,310	[8] 137	7,795
1915	1,722	710	2,912	5,344	2,237	122	7,703
1916	1,697	721	2,864	5,282	2,237	119	7,638
1917	1,706	774	2,806	5,286	2,237	116	7,639
1918	2,041	749	2,371	5,161	2,182	.....	7,343
1919	2,150	743	2,246	5,139	2,198	.....	7,337
1920	2,621	596	2,017	5,234	2,058	.....	7,292

(D) Seating capacity

June 30 —	Number of Cars: Total	Open	Closed	Other[9]	Total Seating Capacity: All cars	Open	Closed	Other[9]	Average Seating Capacity: All cars	Open	Closed	Other
1908	10,805	2,699	6,537	1,569	481,748	148,954	261,686	71,108	44.6	55.2	40.0	45.3
1909	11,122	2,608	6,693	1,821	501,831	147,484	270,679	83,668	45.1	56.6	40.4	45.9
1910	11,364	2,603	6,896	1,865	513,742	146,104	281,390	86,248	45.2	56.1	40.8	46.2
1911	11,617	2,489	7,092	2,036	526,894	139,949	293,185	93,760	45.4	56.2	41.3	46.1
1912	11,685	2,418	7,227	2,040	528,205	138,078	296,600	93,527	45.2	57.1	41.0	45.9
1913	11,674	2,416	7,223	2,035	527,917	138,398	296,042	93,477	45.2	57.3	41.0	45.9
1914	11,895	2,356	7,416	2,123	541,486	135,458	306,508	99,520	45.5	57.5	41.3	46.9
1915	11,885	2,283	7,171	2,431	542,664	131,781	298,553	112,330	45.7	57.7	41.6	46.2
1916	12,418	2,283	7,703	2,432	570,458	128,267	329,805	112,386	45.9	56.2	42.8	46.2
1917	12,583	2,283	7,811	2,489	580,844	128,267	338,789	113,788	46.2	56.2	43.4	45.7
1918	12,776	2,226	8,057	2,493	600,853	125,987	——	——	47.0	56.6	—	—
1919	13,003	2,216	8,336	2,451	612,162	124,735	——	——	47.0	56.0	—	—
1920	13,061	2,015	8,668	2,378	625,375	116,870	——	——	48.0	58.0	—	—

[5] Excludes 10 open cars reported by Ocean Electric, which are included in preceding columns as "protected."

[6] Figures for 1908, 1909 and 1910 as originally published contained certain duplications which have been eliminated. Prepayment cars, which were tabulated with cars having other types of platforms for those years, are here shown separately.

[7] An error in the returns of the Metropolitan Street Ry. for 1911 and of the N. Y. Rys. for 1912 necessitated a transfer of 913 and 939 cars, respectively, from column 2 to column 3, as compared with the Reports for those years.

[8] The difference from figure published in 1914 Report is due to fact that N. Y. Rys. described 219 new cars installed in 1914 incorrectly. The figure here given is based on the 1915 revised description.

[9] That is, convertible or semi-convertible.

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TABLE 10. NEW YORK CITY STREET RAILWAY

[For revenue passengers.

Year Ended June 30 —	Street-surface Railways					
	Manhattan	Bronx	Brooklyn	Queens [2]	Richmond	Total
1908	196,672,167	21,691,412	123,630,401	5,224,935	1,659,964	348,878,879
1909	139,607,266	20,190,400	135,200,546	5,313,039	1,648,217	301,959,468
1910	139,011,581	21,527,010	148,403,523	8,509,593	1,699,825	319,151,532
1911	137,890,530	26,371,862	136,343,719	8,943,846	1,833,587	311,383,544
1912	144,481,814	32,191,198	137,299,568	9,297,493	2,016,515	325,286,588
1913	134,118,226	36,201,615	147,032,064	9,442,049	2,134,869	328,928,823
1914	133,669,994	39,973,347	149,771,682	9,014,497	2,076,954	334,506,474
1915	137,099,224	39,495,036	161,256,691	8,592,573	2,178,144	348,621,668
1916	136,419,190	38,451,516	168,831,541	9,460,126	2,252,910	355,415,283
1917	104,558,496	30,501,260	174,035,125	8,087,115	2,432,107	319,614,103
1918	104,309,878	34,352,327	165,516,676	6,861,256	2,816,363	313,856,500
1919	91,497,716	31,169,977	158,744,862	6,454,683	3,112,997	290,980,235
1920	46,094,961	30,229,801	78,877,194	6,559,903	2,396,857	164,158,716
						(B) Revenue
1908	60,719,724	11,565,288	51,328,714	7,021,819	2,871,188	133,506,733
1909	54,963,496	12,926,653	51,154,947	6,774,025	2,997,294	128,816,415
1910	55,426,013	13,624,786	52,370,500	7,658,065	3,000,373	132,079,737
1911	56,410,121	14,029,774	54,809,118	9,470,443	3,001,186	137,720,642
1912	57,299,226	14,858,995	56,408,065	10,088,906	3,069,823	141,725,015
1913	55,678,125	16,207,597	58,047,603	9,953,156	3,123,000	143,009,481
1914	53,004,035	16,642,746	57,940,050	10,464,623	3,365,135	141,416,589
1915	54,545,681	16,873,569	59,211,411	10,870,854	3,357,124	144,858,639
1916	53,571,066	16,701,841	60,172,813	10,858,907	3,315,903	144,620,530
1917	44,641,948	14,087,460	60,764,785	10,411,869	3,219,031	133,125,993
1918	42,531,901	14,727,024	56,832,487	9,498,299	2,863,167	126,452,878
1919	37,690,584	12,249,279	52,477,335	9,248,142	2,694,626	114,359,966
1920	33,220,345	11,436,042	55,913,759	8,501,206	2,466,343	111,538,195
						(C) Passenger
[" Active " mileage only, except in 1908 when special or chartered-car and " idle " or " dark " terminal, etc., during which passengers are not carried. In 1920 the idle mileage was 6,429,650 and						
1908	60,393,656	11,565,288	50,912,449	7,001,659	2,871,188	132,744,240
1909	54,917,368	12,851,991	50,452,034	6,643,356	2,993,928	127,858,727
1910	54,174,356	13,400,450	51,644,950	7,432,955	2,987,969	129,640,680
1911	55,288,453	13,828,471	53,948,618	9,163,601	2,996,477	135,225,620
1912	56,631,840	14,608,724	55,144,639	9,710,437	3,065,785	139,161,475
1913	55,178,505	15,787,179	56,758,896	9,524,316	3,120,509	140,369,405
1914	52,507,397	16,187,097	56,531,113	9,973,653	3,362,089	138,561,349
1915	53,958,091	16,374,651	57,955,411	10,351,353	3,353,215	141,992,721
1916	52,954,861	16,232,512	58,960,071	10,347,166	3,312,286	141,806,896
1917	44,107,413	13,735,048	59,681,034	9,994,595	3,218,579	130,736,669
1918	42,051,574	14,369,546	55,897,410	9,186,688	2,860,535	124,365,753
1919	37,208,846	12,009,069	51,718,685	8,968,412	2,694,125	112,599,137
1920	32,877,619	11,239,488	55,026,417	8,238,977	2,465,843	109,848,344

[1] As shown by number of transfer slips collected.

[2] Exclusive of B. R. T. surface lines (included under Brooklyn), figures not being separable.

[3] Transfer slips are collected at Third avenue and 149th street for passengers changing between elevated and subway and also at Grand Central for passengers changing between the Queensboro and main-line subways. The number has not been regularly reported. The Queensboro subway began operations June 22, 1915. The figures for 1917 and 1918 include also transfers collected at

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TRAFFIC, 1908–1920: (A) Transfer passengers [1]
see Table 1.]

RAPID-TRANSIT RAILWAYS

I. R. T. Subway [2]	I. R. T. Elevated [2]	B. R. T. Elev.-subway [5]	Hudson & Manhattan	Total	Grand total
.....	.....	10,948,723	.....	10,948,723	359,827,602
.....	.....	12,380,753	.....	12,380,753	314,340,221
.....	.....	8,258,686	.....	8,258,686	327,410,218
.....	.....	7,518,489	.....	7,518,489	318,902,033
.....	.....	8,500,550	.....	8,500,550	333,787,138
.....	.....	9,294,434	.....	9,294,434	338,223,257
.....	.....	10,775,489	.....	10,775,489	345,281,963
[12,244,059]	[12,595,486]	10,426,486	.....	10,426,486	359,048,154
[15,470,860]	[12,261,495]	8,803,767	.....	8,803,767	364,219,050
[22,556,472]	[12,251,966]	8,138,913	.....	8,138,913	327,753,016
[34,007,609]	[11,702,724]	6,563,238	.....	6,563,238	320,419,738
[10,619,439]	[10,480,008]	3,417,555	.....	3,417,555	294,397,790
[11,209,064]	[10,966,252]	1,063,729	.....	1,063,729	165,222,445
car-miles					
44,005,213	64,676,504	29,971,220	618,742	139,271,679	272,778,412
46,220,888	62,612,507	31,670,505	1,700,902	142,204,802	271,021,217
50,258,774	63,646,232	33,480,023	5,542,601	152,927,630	285,007,367
57,110,868	66,220,938	33,307,043	6,823,891	163,462,740	301,183,382
64,544,520	67,985,130	33,894,032	7,625,707	174,049,389	315,774,404
65,697,992	67,829,134	33,902,073	7,956,696	175,385,895	318,395,376
66,454,810	67,791,697	36,703,942	7,981,350	178,931,799	320,348,388
68,375,144	68,158,932	37,455,933	7,860,524	181,850,533	326,709,172
72,041,136	69,308,009	42,049,223	7,967,712	191,366,080	335,986,610
73,671,808	72,259,243	40,973,193	8,178,711	195,082,955	328,208,948
75,082,272	76,343,492	43,251,488	8,408,584	203,085,836	329,538,714
89,688,422	79,013,929	49,516,080	8,820,599	227,039,030	341,398,996
93,387,094	74,134,459	55,607,622	9,212,144	232,341,319	343,879,514
car-miles					
mileage of regular cars were included. "Idle" mileage is that between car-house and initial route-the special-car, 21,942.]					
44,005,213	64,584,609	29,971,220	618,742	139,179,784	271,924,024
45,782,984	61,475,853	[4] 30,824,610	[4] 1,701,211	139,784,658	267,643,385
49,755,909	62,504,996	32,815,745	5,482,810	150,559,460	280,200,140
56,435,048	65,000,949	32,544,643	6,737,363	160,718,003	295,943,623
63,210,703	66,381,059	32,976,889	7,438,201	170,006,852	309,168,327
64,282,385	66,145,579	32,926,563	7,750,341	171,104,868	311,474,273
64,715,993	66,075,979	35,702,636	7,804,233	174,298,841	312,860,190
66,535,245	66,398,656	36,357,681	7,689,285	176,980,867	318,973,588
70,132,538	67,592,485	41,264,529	7,788,953	186,778,505	328,585,401
71,737,694	70,605,164	40,360,052	7,999,089	190,701,999	321,438,668
73,060,979	74,462,595	42,844,867	8,223,027	198,591,468	322,957,221
88,142,872	76,887,032	48,737,932	8,628,016	222,395,852	334,994,989
91,788,562	71,740,047	54,694,450	8,985,595	227,208,654	337,056,998

Times square from Seventh avenue subway passengers. Figures in brackets are excluded from totals, this company's transfers are generally made without slips.

[4] Embodies correction made subsequent to original publication.

[5] Account is kept only of transfer slips from the surface to elevated lines. Other transfers are made without slip, as are a large part from the surface lines.

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TABLE 10. New York City street railway traffic,
[A car-seat mile is the product of a car

Year Ended June 30 —	Street-surface Railways					
	Manhattan	Bronx	Brooklyn	Queens [2]	Richmond	Total
1910	2,083,031	577,095	2,332,205	321,169	110,035	5,423,535
1911	2,205,133	618,431	2,410,672	395,606	115,185	5,745,027
1912	2,271,384	660,969	2,441,333	418,297	115,869	5,907,852
1913	2,261,417	724,230	2,518,617	409,488	122,469	6,036,221
1914	2,216,194	738,708	2,528,606	426,933	132,108	6,042,549
1915	2,322,581	748,490	2,601,374	452,669	139,343	6,264,457
1916	2,283,883	724,382	2,602,631	447,494	152,703	6,211,093
1917	1,897,500	602,668	2,621,872	435,794	140,815	5,705,649
1918	1,808,852	649,184	2,413,566	406,157	124,445	5,402,204
1919	1,562,628	555,323	2,225,394	397,422	114,992	4,855,759
1920	1,380,952	516,102	2,374,515	362,344	109,428	4,743,341
					(E)	Passenger-
1908 [2]	N. R.	N. R.	6,769,437	748,536	330,620	——
1909	7,733,419	1,547,569	6,560,606	703,420	346,558	16,891,572
1910	7,853,735	1,572,451	6,725,197	789,254	361,988	17,302,625
1911	7,973,926	1,612,940	6,940,513	961,307	362,384	17,851,070
1912	8,443,263	1,725,187	7,016,416	1,023,542	368,560	18,576,968
1913	8,029,854	1,868,488	7,176,267	1,005,480	363,000	18,443,089
1914	7,777,563	1,935,979	7,197,800	1,039,554	370,518	18,321,414
1915	7,762,063	1,947,211	7,261,604	1,087,674	366,900	18,425,452
1916	7,599,646	1,946,624	7,386,310	1,088,886	362,747	18,384,213
1917	6,674,961	1,687,062	7,384,772	1,047,031	353,059	17,146,885
1918	6,235,834	1,684,232	6,993,201	959,933	320,447	16,193,647
1919	5,399,749	1,381,882	6,398,284	903,208	309,472	14,392,595
1920	4,822,059	1,264,223	6,879,850	848,684	290,504	14,105,320
					(F)	Average number of
					[Allowance is made for the operation of	
1910	1,850	291	1,719	130	80	4,070
1911	1,905	297	1,769	200	78	4,249
1912	1,986	353	1,765	204	73	4,381
1913	1,901	495	1,822	203	77	4,498
1914	1,829	533	1,840	224	74	4,500
1915	1,867	544	1,872	243	85	4,611
1916	1,883	521	1,904	252	84	4,644
1917	1,657	508	1,891	236	86	4,378
1918	1,556	453	1,800	192	70	4,071
1919	1,381	389	1,625	184	79	3,658
1920	1,331	428	1,701	167	61	3,688

[1] No returns prior to 1910.
[2] Exclusive of B. R. T. surface lines (included under Brooklyn), figures not being separable.

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1908–1920: (D) Active car-seat miles (in thousands) [1]
mile multiplied by seating capacity.]

RAPID-TRANSIT RAILWAYS

I. R. T. subway	I. R. T. elevated	B. R. T. Elev.-subway	Hudson & Manhattan	Total	Grand total
2,587,308	3,000,239	1,711,038	241,244	7,539,829	12,963,364
2,934,622	3,120,046	1,696,089	296,444	8,047,201	13,792,228
3,286,956	3,186,291	1,718,654	327,281	8,519,182	14,427,034
3,342,684	3,174,988	1,715,874	341,015	8,574,561	14,610,782
3,365,232	3,171,647	1,577,844	343,386	8,758,109	14,800,658
3,459,833	3,187,135	1,939,760	338,329	8,925,057	15,189,514
3,646,892	3,244,439	2,426,410	342,714	9,660,455	15,871,548
3,730,360	3,391,390	2,493,687	351,960	9,967,397	15,673,046
3,799,282	3,574,205	2,751,637	361,813	10,486,937	15,889,141
4,583,525	3,690,577	3,315,066	379,633	11,968,801	16,824,560
4,773,006	3,443,522	3,851,719	395,366	12,463,613	17,206,954

car hours

2,420,133	4,332,791	2,745,652	N. R.	———	——
2,568,105	4,148,274	2,725,570	110,888	9,552,837	26,444,409
2,765,265	4,237,634	2,844,904	322,343	10,170,146	27,472,771
3,110,475	4,418,271	2,821,577	403,853	10,754,176	28,605,246
3,460,175	4,523,062	2,855,577	435,706	11,274,540	29,851,508
3,525,748	4,517,038	2,856,482	438,853	11,338,121	29,781,210
3,547,094	4,513,925	3,071,485	438,910	11,571,414	29,892,828
3,655,152	4,542,027	3,118,391	432,012	11,747,582	30,173,034
3,839,579	4,601,341	3,326,862	431,649	12,199,431	30,583,644
3,946,443	4,768,225	3,126,192	442,704	12,283,564	29,430,449
4,049,998	5,015,266	3,233,530	453,188	12,751,982	28,945,629
4,369,471	5,199,687	3,670,698	474,414	14,214,270	28,606,865
5,169,552	4,865,463	4,051,252	493,977	14,580,244	28,685,564

passenger cars used per day [1]
certain lines for less than a full year.]

713	1,421	855	111	3,100	7,170
841	1,481	858	112	3,292	7,541
912	1,408	852	92	3,264	7,645
973	1,487	884	118	3,462	7,960
985	1,512	889	115	3,501	8,001
985	1,548	903	115	3,551	8,162
1,009	1,548	924	122	3,603	8,247
1,072	1,677	983	133	3,865	8,243
1,109	1,602	1,105	133	3,949	8,020
1,494	1,791	1,131	144	4,560	8,218
1,500	1,798	1,199	157	4,654	8,342

[1] Data for 1908 are incomplete and inaccurate. Special or chartered car hours are included for this year only.

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TABLE 11. STREET RAILWAY CASUALTIES, 1908–1920: (A) Number reported each year

Year Ended June 30 —	Surface Railways: Manhattan	Bronx [1]	Brooklyn R. T. (part)	Other	Total	Rapid-transit railways	Grand total [1]
1908	2,908	1,339	8,279	383	12,909	5,515	18,424
1909	13,253	1,066	7,918	354	22,591	6,652	29,243
1910	12,800	1,225	7,945	1,630	23,600	7,582	31,182
1911	13,253	1,728	8,567	1,733	25,281	9,613	34,894
1912	12,973	1,980	9,124	1,873	25,950	10,699	36,649
1913	13,447	2,225	9,731	2,145	27,548	11,429	38,977
1914	13,487	1,905	11,227	2,067	28,686	12,160	40,846
1915	13,769	2,154	10,004	2,120	28,047	12,016	40,063
1916	12,351	1,984	10,097	2,201	26,633	13,045	39,678
1917	14,481	2,619	9,905	2,422	29,427	15,652	45,079
1918	12,076	2,060	9,341	2,955	26,432	13,681	40,113
1919	9,226	1,876	8,566	1,240	20,908	13,270	34,178
1920	6,358	2,543	6,954	1,261	17,116	12,990	30,106

(B) Fatal accidents reported each year [2]

Year Ended June 30 —	Surface Railways: Manhattan	Bronx	Brooklyn R. T. (part)	Other	Total	Rapid-Transit Railways: Interborough R. T.	Brooklyn R. T. (part)	Hudson & Manhattan	Total	Grand total
1908	180	19	97	8	304	53	31	.....	84	388
1909	116	19	60	10	205	39	20	1	60	265
1910	76	8	57	6	147	51	28	2	81	228
1911	81	12	65	10	168	42	20	1	63	231
1912	79	18	39	6	142	59	15	.....	74	216
1913	84	14	53	13	164	44	12	.....	56	220
1914	64	11	58	5	138	48	31	.....	79	217
1915	55	11	44	8	118	66	21	1	88	206
1916	56	11	33	7	107	53	28	1	82	189
1917	73	20	42	12	147	52	27	.....	79	226
1918	66	12	53	32	163	39	41	.....	80	243
1919	52	14	32	8	106	64	128	1	193	299
1920	31	12	35	12	90	48	28	2	78	168

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TABLE 11. Street railway casualties, 1908–1920: (C) Persons killed, distributed as passengers, employees and others [1]

Year Ended June 30 —	Passengers	Employees	Others	Total
1908	85	55	248	388
1909	42	46	177	265
1910	58	51	119	228
1911	63	45	123	231
1912	65	36	115	216
1913	58	45	117	220
1914	60	38	119	217
1915	57	47	102	206
1916	50	51	88	189
1917	59	41	126	226
1918	70	50	123	243
1919	163	46	90	299
1920	54	47	61	162

(D) Average amounts expended in settlements for personal injury claims

Year [3] Ended June 30 —	Settlement before suit	Suit compromised	Judgments	All settlements
1914 [4]	$48 96	$238 62	$578 72	$81 55
1915	50 26	223 37	603 45	93 82
1916	52 45	236 43	665 52	95 84
1917	59 10	216 63	689 96	95 39
1918	57 89	237 13	732 45	110 25
1919	76 24	297 66	886 28	134 10
1920	78 00	322 59	1,267 00	119 39

[1] Some figures slightly exceed those previously published in Annual Report text tables, which latter excluded Westchester Electric. For all groups the large increases prior to 1914 were chiefly due to increasing thoroughness of returns.
[2] Figures for 1908, 1909, and 1910 may include a few fatalities on New York City roads in Nassau county. Thereafter only those occurring within the city are included.
[3] Figures not available prior to 1914.
[4] Data not complete.

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TABLE 12. OFFICERS AND EMPLOYEES, AND THEIR COMPENSATION: (A) Number, by chief occupational groups, 1908–1920

Year ended June 30 —	Officers	Office employees	Motormen and drivers	Conductors and guards	Other transportation[1]	Power	Shops and carhouses	All others	Total
1908	129	1,778	7,485	11,020	10,708	2,667	5,140	.....	38,927
1909	227	2,197	6,799	9,706	9,882	2,495	5,493	.....	36,799
1910	157	1,726	6,766	10,248	10,602	2,396	5,424	20	37,339
1911	[2] 165	[2] 1,841	7,006	10,696	11,510	2,495	6,218	6	39,937
1912	173	1,821	7,186	10,986	10,906	2,471	5,618	114	39,275
1913	159	1,748	[2] 7,466	[2] 11,230	11,969	2,348	5,659	134	40,713
1914	147	1,723	7,216	10,920	11,224	2,175	5,998	185	39,588
1915	152	2,103	7,130	10,816	12,175	2,464	5,813	283	40,936
1916	135	2,162	6,919	10,406	11,804	2,137	6,519	396	40,478
1917	155	2,609	7,032	11,292	13,983	2,604	7,699	328	45,702
1918	122	2,782	6,078	10,782	14,120	3,632	6,777	271	44,564
1919	123	2,767	6,777	11,624	12,860	2,667	6,904	126	43,848
1920	164	2,484	6,407	11,422	12,023	2,325	6,969	197	41,991

(B) Aggregate salaries and wages, 1908–1920

Year ended June 30 —	Officers	Office employees	Other employees	Total salaries and wages	Portion not included in st. ry. operating expenses[4]	Balance included in street-railway operating expenses
1908	$792,763 13	$1,106,203 87	$20,757,728 09	$22,656,695 09	N. S.	N. S.
1909	880,558 91	1,814,084 95	23,354,631 32	26,049,275 18	N. S.	N. S.
1910	772,559 32	1,563,502 22	24,654,640 75	26,990,702 29	$1,356,045 87	$25,634,656 42
1911	822,112 08	1,594,152 10	26,558,522 34	28,974,786 52	1,471,768 94	27,503,017 58
1912	891,432 18	1,661,663 31	26,819,997 99	29,373,093 48	1,241,947 95	28,131,145 53
1913	908,776 62	1,910,328 14	26,760,949 08	29,580,053 84	1,435,883 73	28,144,170 11
1914	1,013,991 42	2,135,292 13	28,356,245 91	31,505,529 46	1,677,841 23	29,827,688 23
1915	985,318 49	2,711,403 30	29,073,687 83	32,770,409 62	2,843,043 40	29,927,366 22
1916	975,034 89	2,867,115 01	30,321,015 74	34,163,165 64	2,956,380 71	31,206,784 93
1917	965,233 38	3,295,660 30	35,328,647 13	39,589,540 81	4,843,196 63	34,746,344 18
1918	960,937 89	3,535,363 14	39,850,700 27	44,347,001 30	6,060,178 01	38,286,823 29
1919	938,867 00	3,786,816 68	51,658,853 65	56,384,537 33	5,152,815 98	51,231,721 35
1920	1,625,079 33	4,068,295 95	64,021,088 24	69,714,463 52	4,644,919 35	65,069,544 17

(C) Distribution of operating payrolls, 1910–1920

Year ended June 30 —	Maintenance	Power plant operation[5]	Operation of cars[5]	Other operating expenses	Total compensation included in street railway operating expenses
1910[6]	$5,823,878 76	$1,564,194 54	$16,245,003 34	$2,001,579 78	$25,634,656 42
1911	6,433,505 38	1,569,489 70	17,465,655 53	2,034,366 97	27,503,017 58
1912	6,124,838 67	1,596,712 06	18,275,098 12	2,134,496 68	28,131,145 53
1913	6,126,179 18	1,498,168 62	18,383,005 76	2,136,816 55	28,144,170 11
1914	6,821,686 23	1,410,335 65	19,238,948 53	2,356,717 82	29,827,688 23
1915	6,760,300 45	1,369,457 70	19,353,059 64	2,444,548 43	29,927,366 22
1916	6,922,132 68	1,251,512 61	20,604,916 27	2,428,223 37	31,206,784 93
1917	7,619,541 78	1,395,265 81	22,899,392 52	2,832,144 07	34,746,344 18
1918	8,653,100 27	1,708,719 38	25,053,412 66	2,871,590 98	38,286,823 29
1919	12,509,468 72	2,358,958 07	33,015,664 85	3,347,629 71	51,231,721 35
1920	15,990,677 18	3,020,104 86	42,200,220 11	3,858,542 02	65,069,544 17

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TABLE 12. Officers and employees, and their compensation: (D) Ratio (per cent) of payrolls to total expense of each department, 1910–1920

YEAR ENDED JUNE 30 —	Maintenance	Power plant	Operation of cars	Other operating expenses	All operating expenses
1910[6]	47.25	19.18	95.44	32.91	58.81
1911	49.34	18.77	94.93	32.84	59.80
1912	45.92	18.37	95.11	34.17	59.24
1913	43.45	17.62	94.04	32.75	57.82
1914	45.18	16.66	95.57	36.68	59.52
1915	44.21	16.14	94.92	39.72	59.47
1916	44.04	14.50	96.15	38.79	59.97
1917	49.94	15.08	95.66	37.69	62.09
1918	53.67	15.26	95.59	40.05	63.08
1919	66.50	16.17	95.66	41.47	67.42
1920	55.96	17.79	96.01	45.61	67.74

(E) Average wages of car-platform men and ticket agents on June 30, 1909–1920[7]

JUNE 30 —	MOTORMEN AND DRIVERS		CONDUCTORS, GUARDS AND TICKET AGENTS	
	Number in service	Average wage per hour (cents)	Number in service	Average wage per hour (cents)
1909[8]	7,099	24.03	10,874	—
1910	7,087	24.99	11,429	—
1911	7,551	25.62	12,276	22.42
1912	7,597	25.74	11,928	22.40
1913	7,171	26.87	11,009	22.96
1914	7,532	27.24	11,717	23.36
1915	7,341	27.52	11,738	22.22
1916	7,350	28.67	12,246	24.63
1917	7,482	30.99	13,111	27.52
1918	6,554	33.98	12,843	28.53
1919	7,231	47.43	13,953	41.28
1920	6,848	61.88	14,007	55.03

[1] Includes inspectors, train clerks, dispatchers, starters, depot masters, ticket agents, register takers, gatemen, platform men, transfer agents, switchmen, flagmen, yardmen, road and track men, tube-cleaners, channel-rail men, station porters and watchmen, freight laborers, hostlers and stablemen.

[2] Officers of Interborough not separately returned from office employees. Assumed same as in 1910.

[3] Probably excessive owing to unexplained increases in numbers reported by New York Rys. Co.

[4] Charged to construction account, auxiliary operations, other companies, etc.

[5] The distribution between power plant and operation of cars as published in Table XII of Annual Reports for 1914 to 1917 has been revised to bring estimates made therein for the Interborough into closer agreement with the schedule of operating expenses.

[6] Figures not available prior to 1910.

[7] Except for 1913 (for which see note 3) the number of employees as given in Div. E exceeds that of Div. A, chiefly because Div. E gives the number on the rolls at the close of the fiscal year; Div. A, the number who actually worked and received pay during the last week.

[8] Figures not available prior to 1909.

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TABLE 13. FINANCIAL SUMMARY OF STREET RAILWAY OPERATIONS

ITEM	1910[2]	1911	1912	1913[3]
Operating Revenues				
Passenger revenue	$75,973,728	$79,561,935	$83,684,799	$87,718,359
Other st. ry. operating revenue	3,620,182	4,189,480	4,557,345	4,423,246
Total st. ry. operating revenue	$79,593,910	$83,751,415	$88,242,144	$92,141,605
Operating Expenses and Taxes				
Maint. of way and struct.—expended	$6,280,880	$6,190,916	$5,870,850	$6,589,516
Maint. of way and struct.—reserved	181,221	Cr 39,467	276,575	Cr 151,907
Maint. of equipment—expended	5,453,625	6,985,536	6,048,772	5,716,646
Maint. of equipment—reserved	411,241	Cr 96,733	1,140,570	1,945,303
Total maintenance	$12,326,967	$13,040,252	$13,336,767	$14,099,558
Horse power, revenue-car service	435,107	410,235	437,604	333,349
Operation of power plant	7,722,019	7,950,034	8,252,658	8,170,228
Operation of cars	17,020,731	18,399,082	19,214,460	19,547,763
Injuries and damages	3,169,071	3,279,416	3,309,340	3,464,315
General (incl. traffic) expenses	2,913,037	2,914,945	2,936,643	3,060,434
Total st. ry. operating expenses	$43,586,932	$45,993,964	$47,487,562	$48,675,647
Street railway taxes	5,148,324	5,495,881	5,803,790	6,095,520
Total expenses and taxes	$48,735,256	$51,489,845	$53,291,352	$54,771,167
Income and Surplus				
Income from st. ry. operations	$30,858,654	$32,261,570	$34,950,792	$37,370,438
Other income	1,964,943	2,101,693	3,775,967	3,768,925
Gross income	$32,823,597	$34,363,263	$38,726,759	$41,139,363
Deductions from income:				
Interest on funded debt	$7,537,449	$7,828,597	$9,058,540	$11,734,696
Other interest	2,164,255	2,528,756	3,371,969	3,605,855
Rent for lease of road[4]	11,672,535	11,644,521	11,739,174	11,723,504
Other rents	1,629,196	1,777,665	1,783,065	1,801,650
Other deductions[5]	260,346	412,650	700,370	475,797
Total	$23,263,781	$24,192,189	$26,653,118	$29,341,592
Net corporate income	$9,559,816	$10,171,074	$12,073,641	$11,797,771
Dividends declared (operating cos.)	4,328,635	4,376,044	6,922,462	7,182,227
Surplus after dividends (operating cos.)	5,231,181	5,795,030	5,151,179	4,615,544
Accumulated surplus (operating cos.)	9,865,527	14,855,186	18,185,236	17,239,496
Dividends declared (lessor cos.)	6,036,823	6,580,673	7,259,086	6,448,140
Accumulated surplus (lessor cos.)	9,055,391	8,932,640	8,203,036	7,939,408
Total dividends (operating and lessor cos.)	10,365,458	10,956,717	14,181,548	13,630,367
Total accumulated surplus (op. and lessor cos.)	18,920,918	23,787,826	26,388,272	25,178,904

[1] For capitalization data, see table 6.
[2] For 1908 and 1909 see 1918 Report.
[3] The originally published figures for operating expenses and surplus adjustments of 1913 have been revised by the transfer from the latter group to the former of $431,500, depreciation charges reported by the companies of the Third Avenue system as income charges, but originally tabulated as charges to Surplus.
[4] Rents have been reclassified throughout the period through the restriction of this item to compensation accruing under long-term leases (or agreements) transferring exclusive possession of entire railroad properties to the lessee.

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IN THE CITY OF NEW YORK FOR YEARS ENDED JUNE 30, 1910–1920 [1]

1914	1915	1916	1917	1918	1919	1920
$89,361,262	$88,783,012	$93,176,216	$94,550,916	$97,394,225	$103,209,173	$118,886,957
4,794,259	4,861,416	5,451,969	5,634,880	6,105,238	6,989,402	8,993,204
$94,155,521	$93,644,428	$98,628,185	$100,185,796	$103,499,463	$110,198,575	$127,880,161
$7,926,532	$6,531,434	$6,614,554	$7,013,656	$7,481,050	$8,622,062	$10,874,099
Cr 525,155	1,102,616	1,410,885	655,168	672,885	451,574	1,459,435
6,092,792	6,286,099	6,316,427	6,908,010	8,589,336	12,343,008	14,445,733
1,895,053	1,372,689	1,374,376	679,509	Cr 619,207	Cr 2,605,064	Cr 110,354
$15,099,222	$15,292,838	$15,716,242	$15,256,343	$16,124,064	$18,811,580	$26,668,913
131,700	94,788	82,425	53,151	908	.....	.....
8,332,065	8,392,030	8,549,949	9,199,108	11,195,170	14,588,675	16,976,109
20,130,354	20,389,494	21,429,291	23,938,662	26,209,281	34,513,090	43,955,505
3,261,886	3,220,546	3,334,614	3,815,699	3,814,902	4,340,019	3,758,990
3,162,485	2,934,399	2,925,791	3,697,759	3,355,077	3,731,643	4,700,086
$50,117,712	$50,324,095	$52,038,312	$55,960,722	$60,699,402	$75,985,007	$96,059,603
5,895,935	5,811,290	6,238,461	7,185,113	8,232,851	7,907,358	7,353,757
$56,013,847	$56,135,385	$58,276,773	$63,145,835	$68,932,253	$83,892,365	$103,413,360
$38,141,874	$37,509,043	$40,351,412	$37,039,961	$34,567,210	$26,306,210	$24,466,801
4,115,719	4,312,453	4,381,510	4,241,865	4,188,840	4,197,793	6,082,534
$42,257,593	$41,821,496	$44,732,922	$41,281,826	$38,756,050	$30,504,003	$30,549,335
$13,244,348	$13,066,285	$14,196,113	$12,474,954	$13,207,118	$16,543,911	$18,597,701
3,223,160	3,329,650	3,501,848	3,532,158	3,695,099	4,224,853	4,495,899
11,760,295	11,604,431	12,239,335	12,776,807	13,332,157	13,977,497	13,042,793
1,858,083	2,034,742	2,108,504	2,099,766	2,150,818	1,895,845	1,993,034
291,722	285,228	334,684	940,255	1,104,362	2,418,305	3,145,430
$30,437,608	$30,320,339	$32,380,484	$31,823,940	$33,489,554	$39,060,411	$41,274,857
$11,949,985	$11,501,157	$12,352,438	$9,457,886	$5,266,496	Def $8,556,408	Def $10,725,522
8,460,383	10,312,756	11,102,224	10,383,989	8,901,618	2,759,018	[2] 1,032,500
3,289,602	1,188,401	1,250,214	Def 926,103	Def 3,635,122	Def 11,315,426	Def 11,758,022
18,555,173	18,684,385	19,724,966	14,676,495	9,813,628	Def 2,106,251	Def 12,402,101
6,483,140	6,457,140	6,448,140	6,448,140	6,768,140	6,064,040	4,200,000
8,015,517	6,617,157	6,549,478	6,718,002	6,496,371	9,793,323	8,633,898
14,943,523	10,769,896	17,550,364	16,832,129	15,669,758	8,823,058	5,232,500
20,370,998	25,301,542	26,274,444	21,394,497	[3] 16,309,999	7,687,072	Def 3,768,203

[1] Principally sinking fund accruals.

[2] Differs from balance-sheet table (XVII) through omission of deficit of $589,698 of Second Avenue corporation (operated by receiver) and deduction of $18,000 dividend accrual of Twenty-third Street for May and June, 1918, not yet taken into company's balance sheet.

[3] Includes, for the first time in 1920, $1,000,000 dividends of N. Y. & Harlem, applicable to steam portion of line.

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TABLE 14. OPERATING RATIOS FOR SELECTED COMPANIES

Fiscal Year	Interborough Rapid Transit Co.	New York Consolidated R. R. Co. (1)	New York Railways Co. (2)	Union Railway Co.	Brooklyn Heights R. R. Co.	New York & Long Island R. R. Co.	Richmond (Staten Island) companies
OPERATING RATIO OF EXPENSES (BEFORE TAXES) TO OPERATING REVENUES							
1910	38.00	52.50	70.40	67.70	61.50	60.60	84.40
1911	41.55	50.53	64.86	70.30	61.03	62.21	89.30
1912	41.76	50.17	58.97	72.66	59.56	75.63	83.70
1913	40.80	50.63	57.92	67.13	57.81	87.87	88.48
1914	38.50	53.31	63.20	75.71	57.96	82.94	96.47
1915	38.71	54.72	63.82	70.24	59.89	72.52	79.26
1916	39.03	55.42	61.06	66.60	58.99	79.93	77.74
1917	41.60	54.83	68.46	82.95	59.86	85.54	82.06
1918	47.20	57.36	68.22	76.91	63.72	82.05	91.34
1919	60.72	67.70	83.63	80.51	74.00	87.73	102.79
1920	61.57	77.25	100.30	79.64	86.84	100.10	112.40
OPERATING REVENUE (CENTS) PER CAR MILE							
1910	25.45	25.48	35.41	22.82	29.29	28.38	19.84
1911	24.13	26.45	35.69	24.61	29.64	25.95	20.81
1912	23.58	26.68	36.15	25.18	30.81	25.07	21.43
1913	24.34	26.50	39.37	25.10	31.58	24.93	22.14
1914	24.96	25.94	40.10	25.81	31.78	25.16	21.24
1915	24.48	25.09	38.40	25.75	30.64	26.44	21.80
1916	25.39	25.28	39.92	27.27	31.07	25.21	22.96
1917	27.32	28.62	39.74	27.54	31.89	25.12	24.31
1918	26.75	30.97	44.16	29.49	32.55	28.46	27.41
1919	25.61	32.25	46.69	37.26	35.11	32.30	30.26
1920	30.73	35.10	54.99	45.97	37.60	32.59	32.42
OPERATING EXPENSES (CENTS) PER CAR MILE							
1910	9.67	13.39	24.91	15.45	18.02	17.19	16.76
1911	10.03	13.37	23.15	17.30	18.09	16.15	18.58
1912	9.84	13.38	21.32	18.30	18.35	18.96	17.94
1913	9.93	13.42	22.80	16.85	18.25	21.91	19.59
1914	9.61	13.83	25.34	19.54	18.42	20.86	20.49
1915	9.48	13.73	24.51	18.08	18.34	19.18	17.28
1916	9.91	14.01	24.37	18.16	18.33	20.15	17.85
1917	11.36	15.69	27.21	22.84	19.09	21.49	19.94
1918	12.62	17.76	30.12	22.68	20.74	23.35	25.04
1919	15.55	21.84	39.05	30.00	25.98	28.33	31.11
1920	18.92	27.11	55.16	36.61	32.65	32.62	36.43
OPERATING EXPENSES (CENTS) PER REVENUE PASSENGER							
1910	1.96	2.74	3.61	3.54	3.19	3.03	4.29
1911	2.14	2.65	3.33	3.75	3.14	3.11	4.53
1912	2.15	2.63	3.06	3.90	3.06	3.79	4.25
1913	2.09	2.59	2.97	3.56	2.94	4.39	4.51
1914	1.98	2.73	3.21	4.01	2.94	4.16	4.92
1915	2.00	2.80	3.21	3.71	3.03	3.67	4.05
1916	2.05	2.82	3.05	3.54	2.96	4.07	3.98
1917	2.17	2.80	3.43	4.43	3.03	4.83	4.21
1918	2.48	2.95	3.41	4.12	3.21	4.55	4.69
1919	3.24	3.48	4.18	4.33	3.72	5.01	5.25
1920	3.32	4.00	5.54	4.21	4.59	5.64	5.99

For footnotes see following page.

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TABLE 14. Operating ratios for selected companies — *Concluded*

Fiscal Year	Interborough Rapid Transit Co.	New York Consolidated R. R. Co. (1)	New York Railways Co. (2)	Union Railway Co.	Brooklyn Heights R. R. Co.	New York & Long Island R. R. Co.	Richmond (Staten Island) companies
			OPERATING EXPENSES PER CAR HOUR				
1910	$1.57	$1.56	$1.79	$1.31	$1.35	$2.05	$1.39
1911	1.64	1.57	1.66	1.48	1.37	1.98	1.54
1912	1.63	1.58	1.43	1.55	1.41	2.13	1.49
1913	1.65	1.58	1.54	1.45	1.42	2.48	1.68
1914	1.60	1.64	1.69	1.67	1.42	2.56	1.86
1915	1.58	1.64	1.70	1.58	1.44	2.36	1.58
1916	1.66	1.77	1.70	1.57	1.43	2.46	1.63
1917	1.90	2.05	1.80	1.92	1.51	2.63	1.82
1918	2.11	2.37	2.03	1.99	1.63	2.78	2.24
1919	2.61	2.95	2.72	2.65	2.07	3.39	2.71
1920	3.16	3.72	3.37	3.30	2.60	3.87	3.09
			COST OF OPERATION OF CARS PER CAR HOUR				
1910	$0.65	$0.55	$0.65	$0.57	$0.57	$0.55	$0.54
1911	0.65	0.58	0.68	0.61	0.60	0.56	0.57
1912	0.65	0.57	0.64	0.62	0.61	0.59	0.58
1913	0.66	0.56	0.65	0.61	0.63	0.69	0.60
1914	0.66	0.57	0.67	0.63	0.66	0.65	0.58
1915	0.66	0.57	0.68	0.64	0.66	0.67	0.58
1916	0.71	0.63	0.70	0.65	0.67	0.69	0.59
1917	0.89	0.74	0.81	0.70	0.74	0.78	0.67
1918	1.01	0.85	0.90	0.80	0.79	0.77	0.76
1919	1.24	1.18	1.21	1.13	1.08	1.20	1.07
1920	1.54	1.54	1.49	1.46	1.34	1.59	1.29
			TRANSPORTATION REVENUE PER MILE OF TRACK				
1910	$143,271	$74,089	$88,678	$19,895	$33,582	$8,664	$9,321
1911	147,053	76,145	82,705	20,674	35,115	9,429	9,781
1912	170,332	76,202	90,952	20,047	38,155	9,458	9,769
1913	177,904	68,076	93,550	21,024	39,476	9,680	10,572
1914	182,824	71,479	89,615	20,152	39,180	9,742	10,918
1915	181,450	71,837	88,252	20,233	37,603	10,284	11,166
1916	182,792	62,926	89,907	21,192	38,494	9,957	11,616
1917	186,031	62,014	76,505	18,460	38,999	9,865	11,901
1918	155,665	65,820	79,973	20,566	37,402	11,468	11,922
1919	136,766	73,072	81,423	21,529	38,112	13,460	12,459
1920	155,994	82,573	89,059	25,616	42,917	12,723	16,064
			COST OF MAINTENANCE OF WAY AND STRUCTURES PER MILE OF TRACK				
1910	$7,701	$3,326	$13,948	$1,586	$2,804	$522	$1,199
1911	8,042	3,292	9,549	2,031	2,941	596	1,813
1912	9,453	3,886	7,325	1,949	3,346	759	1,553
1913	9,522	3,602	8,366	1,804	3,452	781	1,990
1914	9,572	4,329	10,920	2,455	3,794	976	2,507
1915	9,749	4,404	10,725	1,913	4,212	1,189	1,048
1916	9,772	3,848	10,832	2,310	4,311	1,215	900
1917	9,285	3,804	9,218	1,582	4,131	1,208	822
1918	8,739	4,056	9,650	2,177	3,811	1,234	1,366
1919	8,982	4,108	12,425	2,611	3,596	1,272	1,472
1920	11,105	7,010	19,736	3,405	4,902	1,192	3,092

(1) On Dec. 1, 1912, Brooklyn Union El. R. R., Sea Beach Ry., and Canarsie R. R. combined to form the N. Y. Consolidated R. R. Co. Figures here tabulated for years prior to 1913 are for Brooklyn Union only.

(2) Reported as the Metropolitan Street Ry. (Rec'rs) for the years 1910 and 1911.

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TABLE 15. OPERATING REVENUE AND EXPENSE RATIOS—ALL COMPANIES

Fiscal Year	Street railway revenue	Street Railway Operating Expenses: Maintenance: Way and structures	Maintenance: Equipment	Maintenance: Total	Power plant operation	Operation of cars	Injuries and damages	General*	Total	Net revenue before taxes	Taxes
				PER CENT OF REVENUE							
1910	100	8.10	7.40	15.50	10.20	21.40	4.00	3.70	54.80	45.20	6.50
1911	100	7.34	8.23	15.57	9.98	21.97	3.92	3.48	54.92	45.08	6.56
1912	100	6.97	8.15	15.12	9.85	21.77	3.75	3.33	53.82	46.18	6.58
1913	100	6.98	7.85	14.83	9.23	21.21	3.76	3.33	52.36	47.64	6.61
1914	100	7.86	8.18	16.04	8.99	21.38	3.46	3.36	53.23	46.77	6.26
1915	100	8.15	8.18	16.33	9.06	21.77	3.44	3.14	53.74	46.26	6.21
1916	100	8.13	7.80	15.93	8.75	21.73	3.38	2.97	52.76	47.24	6.33
1917	100	7.66	7.57	15.23	9.24	23.89	3.81	3.69	55.86	44.14	7.17
1918	100	7.88	7.70	15.58	10.82	25.32	3.69	3.23	58.64	41.36	7.95
1919	100	8.23	8.84	17.07	13.24	31.32	3.94	3.38	68.95	31.05	7.18
1920	100	9.64	11.21	20.85	13.28	34.37	2.94	3.68	75.12	24.88	5.75
				PER REVENUE PASSENGER (CENTS)							
1910	5.20	.42	.38	.80	.53	1.11	.21	.19	2.84	2.36	———
1911	5.22	.38	.43	.81	.52	1.15	.21	.18	2.87	2.35	———
1912	5.25	.37	.43	.80	.52	1.14	.20	.17	2.83	2.42	———
1913	5.20	.36	.41	.77	.48	1.11	.20	.17	2.73	2.47	———
1914	5.19	.41	.42	.83	.47	1.11	.18	.17	2.76	2.43	———
1915	5.18	.42	.42	.84	.47	1.13	.18	.16	2.78	2.40	———
1916	5.19	.42	.41	.83	.45	1.13	.18	.15	2.74	2.45	———
1917	5.22	.40	.40	.80	.48	1.25	.20	.19	2.92	2.30	———
1918	5.24	.41	.40	.81	.57	1.33	.19	.17	3.07	2.17	———
1919	5.30	.43	.47	.90	.70	1.66	.21	.18	3.65	1.65	———
1920	5.41	.52	.60	1.12	.72	1.86	.16	.20	4.06	1.35	———
				PER MILE OF TRACK							
1910	$54,166	$4,398	$3,992	$8,390	$5,550	$11,583	$2,157	$1,983	$29,663	$24,503	———
1911	54,574	4,008	4,489	8,497	5,448	11,989	2,137	1,899	29,970	24,604	———
1912	57,694	4,019	4,701	8,720	5,682	12,562	2,164	1,920	31,048	26,646	———
1913	59,536	4,156	4,675	8,831	5,494	12,631	2,238	1,978	31,172	28,364	———
1914	59,960	4,713	4,902	9,615	5,390	12,820	2,077	2,014	31,916	28,044	———
1915	59,459	4,847	4,863	9,710	5,389	12,946	2,045	1,863	31,953	27,506	———
1916	61,075	4,970	4,762	9,732	5,345	13,270	2,065	1,811	32,224	28,851	———
1917	60,954	4,666	4,616	9,282	5,629	14,564	2,322	2,250	34,047	26,907	———
1918	60,129	4,737	4,630	9,367	6,505	15,227	2,216	1,949	35,264	24,865	———
1919	62,825	5,173	5,552	10,725	8,317	19,676	2,474	2,127	43,319	19,506	———
1920	73,894	7,127	8,284	15,411	9,809	25,399	2,172	2,716	55,507	18,387	———

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1912	29.39	2.31	2.40	4.23	2.07	6.28	1.02	.99	15.64	13.75
1913	28.67	2.34	2.34	4.71	2.64	6.24	.98	.90	15.40	13.27
1914	29.36	2.39	2.29	4.68	2.60	6.38	.99	.87	15.49	13.87
1915	30.53	2.34	2.31	4.68	2.57	7.29	1.16	1.13	17.05	13.48
1916	31.41	2.48	2.42	4.65	2.82	7.95	1.16	1.01	18.42	12.99
1917	32.28	2.66	2.85	4.90	3.40	10.11	1.27	1.09	22.26	10.02
1918	37.18	3.59	4.17	5.51	4.28	12.78	1.09	1.36	27.93	9.25
1919				7.76	4.94					
1920										
				PER REVENUE CAR HOUR						
1910	$2.89	$.23	$.21	$.44	$.30	$.62	$.12	$.10	$1.58	$1.31
1911	2.91	.22	.24	.46	.29	.64	.11	.10	1.60	1.31
1912	2.93	.20	.24	.44	.29	.64	.11	.10	1.58	1.35
1913	3.07	.21	.24	.45	.28	.65	.12	.11	1.61	1.46
1914	3.12	.25	.25	.50	.28	.67	.11	.10	1.66	1.46
1915	3.08	.25	.25	.50	.28	.67	.11	.10	1.66	1.42
1916	3.21	.26	.25	.51	.28	.70	.11	.09	1.69	1.52
1917	3.39	.26	.26	.52	.31	.81	.13	.13	1.90	1.49
1918	3.56	.28	.27	.55	.39	.90	.13	.12	2.09	1.47
1919	3.84	.32	.34	.66	.51	1.20	.15	.13	2.65	1.19
1920	4.44	.43	.50	.93	.59	1.53	.13	.16	3.34	1.10

* Includes traffic expenses.

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TABLE 16. CHANGES IN MAINTENANCE CHARGES DURING THE YEARS 1909–1920 [1]

OPERATING STREET RAILWAYS	Period	Basis	Way and structures	Equipment	otal
Interborough Rapid Transit:					
Subway division	July 1909–June 1910	Per car mile	1.30¢	1.55¢	2.85¢
	July 1910–June 1913	Per car mile	1.20	2.70	3.90
	July 1913–Dec. 1918	Per car mile [2]	1.20	1.85	3.05
	Jan. 1919 on [3]	Per cent of gross oper. rev.	6.80%	10.20%	17.00%
Elevated division	July 1909–June 1910	Per car mile	1.33	1.38	2.71
	July 1910–June 1913	Per car mile	1.33	1.50	2.83
	July 1913–June 1917	Per car mile	1.33	1.60	2.93
	July 1917 on [3]	Per cent of gross oper. rev.	6.30%	7.70%	14.00%
Hudson & Manhattan:					
Railroad department	Aug. 1908–Dec. 1909	Amount annually	$232,440 00	$118,404 00	$350,844 00
	Jan. 1910–Mar. 1912	Amount annually *	58,110 00	29,601 00	87,711 00
	April 1912–Jan. 1913	.....	.....	.....	.....
	Feb. 1913 on	Amount annually *	61,745 04	63,271 92	125,016 96
Brooklyn Rapid Transit					
New York Consolidated:					
Brooklyn Union	July 1909–Aug. 1911	Per car mile	1.10¢	2.00¢	3.10¢
	Aug. 1911–Aug. 4, 1913	Per car mile	1.36	2.00	3.36
Sea Beach	July 1909–Aug. 4, 1913	Per car mile	1.80	1.40	3.20
New York Consolidated	Aug. 4, 1913–June 1918	Per cent of oper. rev.	6%	9%	15%
	July 1918 on [4]	Per cent of operating revenue, plus depreciation, plus excess maintenance	.....	.....	12% plus $300,000 depreciation plus $162,647.22 excess maintenance
Brooklyn City †	Oct. 19, 1919 on	Amount annually *	50,000 00	50,000 00	100,000 00
Brooklyn Heights	July 1909–Aug. 1911	Per (revenue) car mile	2.40¢	3.00¢	5.40¢
	Sept. 1911–June 1913	Per (revenue) car mile	2.66	3.00	5.66
	July 1913–June 1914	Per (revenue) car mile	2.96	2.70	5.66
	July 1914–July 1916	Per cent of transp. rev.	11.2%	8.8%	20%
	[Equivalent for 1916	Per (revenue) car mile	3.397¢	2.669¢	6.066¢]
	Aug. 1916–June 1919	Per (revenue) car mile	3.236	2.379	5.615
	†July 1919–Oct. 18, 1919	Amount annually *	$50,000 00	$50,000 00	$100,000 00
	Oct. 19, 1919 on	.....	.....	.....	.....
Bridge Operating	July 1909 on	(5)	.....	.....	.....
Brooklyn, Queens Co. & Sub	July 1909–Aug. 1911	Per (revenue) car mile	2.20	2.70	4.90
	Sept. 1911–June 1913	Per (revenue) car mile	2.46	2.70	5.16
	July 1913–June 1914	Per (revenue) car mile	2.96	2.70	5.66
	July 1914–July 1916	Per cent of transp. rev.	12.75%	10%	22.75%
	[Equivalent for 1916	Per (revenue) car mile	3.411¢	2.675¢	6.086¢]
	Aug. 1916–June 1919	Per (revenue) car mile	3.319	2.485	5.804
	July 1919 on	Amount annually *	$10,000 00	$10,000 00	$20,000 00

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Coney Island & Gravesend	July 1914–July 1916	Per (revenue) car mile	2.66	4.40	7.06
	[Equivalent for 1916	Per cent of transp. rev	12.75%	10%	22.75%
	Aug. 1916–June 1919	Per (revenue) car mile	3.871¢	3.036¢	6.907¢]
	July 1919 on	Per (revenue) car mile	3.538	2.656	6.194
		Amount annually *	$5,000 00	$5,000 00	$10,000 00
Nassau Electric	July 1909–Aug. 1911	Per (revenue) car mile	2.20	2.70	4.90
	Sept. 1911–June 1913	Per (revenue) car mile	2.46	2.70	5.16
	July 1913–June 1914	Per (revenue) car mile	2.96	2.70	5.66
	July 1914–July 1916	Per cent of transp. rev	11.62%	9.13%	20.75%
	[Equivalent for 1916	Per (revenue) car mile	3.173¢	2.493¢	5.666¢]
	Aug. 1916–June 1919	Per (revenue) car mile	3.045	2.383	5.428
	July 1919 on	Amount annually *	$30,000 00	$30,000 00	$60,000 00
South Brooklyn	July 1909–June 1913	Per (revenue) car (incl. locomotive) mile	1.20	1.70	2.90
	July 1913–June 1919	Per (revenue) car (incl. locomotive) mile	2.96	2.70	5.66
	July 1919 on	Amount annually *	$5,000 00	$10,000 00	$15,000 00
Third Avenue Ry. System [6] [7]					
Third Avenue	[July 1909–Dec. 1911	Amount annually * [8]			$300,000 00]
	Jan. 1912–Dec. 1915	Amount annually *	N. S.	N. S.	156,960 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev	N. S.	N.S.	24.28%
	July 1917 on	Per cent of oper. rev. excl. inter-company receipts [6]	—	—	—
Dry Dock, E. B'way & B., Rec'r	[July 1909–Dec. 1911	(8)			
	Jan. 1912–Dec. 1915	Amount annually *	N. S.	N. S.	$27,000 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev	N. S.	N. S.	21.84 %
	July 1917 on *	Per cent of oper. rev. excl. inter-company receipts *	—	—	—
42d St., Manh. & St. N. Ave	[July 1909–Dec. 1911	(8)			
	Jan. 1912–Dec. 1915	Amount annually *	N. S.	N. S.	$66,960 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev	N. S.	N. S.	20%
	July 1917 on	Per cent of oper. rev. excl. inter-company receipts [6]	—	—	—
Belt Line:					
Central Park, N. & E. River					
Belt Line	July 1909–June 1913				
	July 1913–Dec. 1915	Amount annually *	N.S.	N. S.	$60,000 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev	N. S.	N. S.	24.50%
	July 1917 on	Per cent of oper. rev. excl. inter-company receipts [6]	—	—	—

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TABLE 16. Changes in maintenance charges during the years 1909–1920 [1] — Continued

OPERATING STREET RAILWAYS	Period	Basis	Way and structures	Equipment	Total
Third Avenue Ry. System — Concluded					
Mid-Crosstown:					
28th & 29th Sts. Crosstown	July 1909–June 1910	Per cent of cost of certain reconstruction, 100 per annum[10]	—	—	—
		Per cent of value of equipment, mostly horses, 5 per month [10]	—	—	—
	July 1910–June 1911	Per cent of oper. rev. for paving and depreciation, 10 per annum [11]	—	—	—
		Per cent of oper. rev., 5 per annum [11]	—	—	—
	July 1911–Jan. 22, 1912	Per cent of gross earnings	10%	(12)	10%
Mid-Crosstown	Jan. 22, 1912–April 16, 1914	Per cent of gross earnings	10%	(12)	10%
	April 16, 1914–Dec. 1915	Amount annually *	$6,000 00	(12)	$6,000 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev.	43.11%	(12)	43.11%
	July 1917–Aug. 9, 1919‡	Per cent of oper. rev. excl. intercompany receipts [6]	—	—	—
N. Y. City Interborough	July 1909–Aug. 1912	Per car mile *	0.80¢	1.40¢	2.20¢
	Sept. 1912–Dec. 1915	Amount annually *	N. S.	N. S.	$30,000 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev.	N. S.	N. S.	20.00%
	July 1917 on	Per cent of oper. rev. excl. intercompany receipts [6]	—	—	—
Southern Boulevard	July 1909–Dec. 1911				
	Jan. 1912–Dec. 1915	Amount annually *	$5,040 00	(12)	$5,040 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev.	20%	(12)	20%
	July 1917 on [13]	Per cent of oper. rev. excl. intercompany receipts [6]	—	—	—
Union	[July 1909–Dec. 1911	(5)			
	Jan. 1912–Dec. 1915	Amount annually *	N. S.	N. S.	$104,040 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev.	N. S.	N. S.	20.00%]
	July 1917 on	Per cent of oper. rev. excl. intercompany receipts [6]	—	—	—
Westchester Electric	July 1909–June 1912				
	July 1912–Dec. 1915	Amount annually *	N. S.	N. S.	$30,000 00
	Jan. 1916–June 1916				
	July 1916–June 1917	Per cent of oper. rev.	N. S.	N. S.	20.00%
	July 1917 on	Per cent of oper. rev. excl. intercompany receipts [6]	—	—	—

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Other Manhattan and Brooklyn					
Second Avenue	July 1909–Dec. 1911	(5)			
New York Railways:					
Metropolitan St., Rec'rs	Jan. 1912–Mar. 20, 1919			(16)	
New York Railways		Per cent of oper. rev.	About 12%	About 8%	[15] 20.00%
New York Railways, Receiver	Mar. 1919 on	Per cent of transportation rev.:			
		Underground electric	22.05	15.95	38.00
		Storage battery	30.24	7.76	38.00
Brooklyn & North River [16]	Dec. 11, 1913 [17]	(5)		(12)	
Manhattan Bridge 3-Cent Line	Sept. 4, 1912 [17]–Mar. 1916				
	April 1916 on	Amount annually *	$1,440 00	$2,560,00	[18] $4,000 00
Bush Terminal	July 1909–Dec. 1912	Per cent of cost of property	2%	10%	
	Jan. 1913 on [19]	Per cent of cost of property	2	20	
Van Brunt St. & Erie Basin	July 1909–June 1916	Amount annually	$825 36	$1,944 48	$2,769 84
	July 1916 on	Amount annually	4,181 56	3,000 00	[20] 7,181 56
Marine	July 1909–Mar. 1915	Amount annually [21]	324 00	345 00	669 00
	Mar. 1915 on	[Property written off books in March 1915]			
Queens and Richmond Companies					
New York & Queens County	July 1909–June 1910	Per (revenue) car mile	1.80¢	1.40¢	3.20¢
	July 1910–June 1911	Per (revenue) car mile	2.50	2.00	4.50
	July 1911–June 1913	Per (revenue) car mile	3.75	2.50	6.25
	July 1913–June 1914	Per (revenue) car mile	4.00	2.50	6.50
	July 1914–June 1916	Per (revenue) car mile	6.00	3.00	9.00
	July 1916 on	Per (revenue) car mile	4.50	3.00	7.50
Long Island Electric	July 1909–June 1910	Per (revenue) car mile	2.25	2.75	5.00
	July 1910–June 1911	Per (revenue) car mile	2.60	3.90	6.50
	July 1911–June 1913	Per (revenue) car mile	2.60	4.00	6.60
	July 1913–June 1914	Per (revenue) car mile	3.50	4.50	8.00
	July 1914 on	Per (revenue) car mile	4.50	4.50	9.00
New York & Long Island	July 1909–June 1910	Per active passenger car mile	1.50	3.50	5.00
	July 1910–June 1911	Per (revenue) car mile	1.70	4.00	5.70
	July 1911–June 1913	Per (revenue) car mile	2.00	5.00	7.00
	July 1913–June 1914	Per (revenue) car mile	2.50	5.00	7.50
	July 1914 on	Per (revenue) car mile	3.00	3.50	6.50
Ocean Electric	July 1909–Mar. 1910	Per (revenue car) mile	1.50	3.00	4.50
	April 1910–June 1910	Per (revenue) car mile	1.50	20.00	21.50
	July 1910–Dec. 1915	Per (revenue car) mile	2.00	3.00	5.00
New York & North Shore	Jan. 1916–Nov. 1919	Per (revenue) car mile	3.00	3.50	6.50
	Dec. 1919 on	Per (revenue) car mile	[17] 3.00	[21] 6.50	9.50
	July 1909–June 1915				
	July 1915 on [22]	Per cent of gross receipts *	1.5%	0.75%	2.25%

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TABLE 16. Changes in maintenance charges during the years 1909–1920 [1]— Concluded

OPERATING STREET RAILWAYS	Period	Basis	Way and structures	Equipment	Total
Queens and Richmond Companies — Concluded					
Manhattan & Queens:					
South Shore	July 1909–Nov. 4, 1912 [22]	Per day*	$6 45	$2 55	$9 00
Manhattan & Queens	Nov. 4, 1912 on	.....	.....	.....	.....
Richmond Light & R. R.	July 1909–June 1914	Amount annually [23]	$35,100 00	$31,800 00	$66,900 00
	July 1914 on	Per car mile*	(24)	[25] 1.00¢	1.00¢
Staten Island Midland	July 1909–June 1912	Amount annually [23]	27,300 00	$25,500 00	$52,800 00
	July 1912–June 1914	.....	.....	.....	.....
	July 1914 on	Per revenue car mile*	(24)	1.00¢	1.00¢
Southfield Beach	July 1909–June 1911	Amount annually	672 00	(12)	$672 00
	July 1911 on [26]	.....	.....	.....	.....

* Depreciation only (in addition to cost of repairs).

[1] In addition various companies filed rules never effective, as follows: I. R. T., Subway div. equipment, 1909, 1.76¢ per car mile; L. I. Electric, way and structures and equipment, 1909, 1.75¢ and 2.4, respectively; N. Y. & L. I., 1909, 1.3 and 3.15, respectively; N. Y. & Q. Co., 1909, 1.20¢ and 1.80, respectively; 1910, way and structures, 1.50¢; Ocean El., equipment, 1909, 2.00¢.

[2] On Contracts 1 and 2 lines; in addition the company included charges for maintenance on Contract 3 lines.

[3] Under rates provided by Contract 3, there is to be deducted for repairs and minor replacements 12% of the operating revenues, and during the first year of operation, 5% of the revenues from the subway and 2% of the revenues from the elevated for depreciation, this item after the first year being subject to future annual determination.

[4] Under rates provided by Contract 4, there is to be deducted 12% for repairs and minor replacements during the first year of operation, and 3% for depreciation, this item after the first year being subject to future annual determination.

[5] No rule filed.

[6] No rule filed. The Commission by its order of February, 1912, and subsequent amendments in the reorganization proceedings of the Met. St. Ry. and the Third Ave. R. R. (Cases 1305 and 1181) required the company to reserve 20% of operating revenue for maintenance. For the fiscal year 1918, the companies in the Third Avenue system were permitted by the Commission to report actual maintenance expenditures instead of the arbitrary 20% charge on the understanding that they would file a satisfactory depreciation rule for each company, and adjusting, if necessary, to make total for system approximate 20%. The companies did not file such rule in 1919–1920, however, but reported actual maintenance expenditures as in 1918.

[7] The Third Ave. Ry. also maintains a "Depreciation, Renewals and Contingencies Fund" for the system. Interest accretions formerly but not now made to this fund are credited to Income.

[8] The amount entered for Third Avenue covers also the Dry Dock, the 42d St., Manhattanville, and the Union. No charges were made during the receivership period.

[9] In 1918, the company made an appropriation of $300,000 from Surplus "to provide a reserve for accrued depreciation of fixed capital as at Jan. 1, 1912. It is estimated that this appropriation, together with appropriation set aside since Jan. 1, 1912, covers accrued depreciation of properties to date. (See Inventory filed with P. S. C., 1st District, April 30, 1918, Case 1715)"; also an additional $3,986 appropriation from Surplus was set up for Depreciation reserve as at Jan. 1, 1912, in compliance with request of P. S. C., 1st District, Case 1715.

[10] Apparently total maintenance.

[11] Actual charges were 13.3% and 21.5, respectively, for total maintenance.

[12] Company has no equipment on which depreciation might accrue.

[13] These companies also make charges to Income deductions to create a reserve for property that will revert to N. Y. City.

[14] A reserve for horses only was maintained.

[15] No rule filed; accounts set up under order of the Commission (see note 6) and denominated Accrued amortization of capital and Contingent account.

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TABLE 17. DETAILS OF OPERATING EXPENSES ON ACCOUNT OF INJURIES AND DAMAGES, 1913–1920 [1]

ITEM	1913	1914	1915	1916	1917	1918	1919	1920
Claim department expenses	$265,730 78	$282,363 86	$296,741 79	$305,448 06	$332,435 01	$342,476 52	$358,129 81	$427,769 32
Medical expenses	80,040 70	91,315 12	93,292 32	100,100 46	110,244 10	133,326 94	124,351 89	119,881 62
Claims for injuries to employees	144,519 29	157,390 28	188,327 97	161,567 42	143,529 36	197,840 22	270,868 08	270,903 70
Other injuries and damages	1,809,613 46	1,705,836 68	1,764,453 15	2,172,447 14	2,464,561 52	2,441,918 76	2,261,112 66	1,597,219 75
Other expenses	28,218 05	28,354 66	26,836 14	29,297 53	40,553 31	28,257 96	21,863 42	25,508 74
Total	$2,328,122 28	$2,265,310 60	$2,369,651 37	$2,768,860 61	$3,091,323 30	$3,143,820 40	$3,036,325 86	$2,441,283 13
Salaries and expenses of attorneys	$449,040 41	$473,491 70	$536,929 86	$523,626 73	$614,776 43	$735,044 15	$690,250 56	$653,826 06
Court costs and expenses	87,901 57	118,424 77	137,482 88	142,348 81	160,008 27	143,226 08	150,181 75	135,256 67
Law printing	4,626 64	5,027 94	5,072 04	6,334 58	9,716 56	11,211 68	16,036 63	18,383 86
Total	$532,568 62	$596,854 41	$679,484 78	$672,310 12	$784,501 26	$889,481 91	$856,468 94	$807,466 59
Total expended	$2,860,690 90	$2,862,165 01	$3,049,136 15	[2] $3,441,170 73	[2] $3,875,824 56	[2] $4,033,302 31	$3,892,794 80	$3,248,749 72
Reserved for injuries and damages [3]	[3] 424,632 92	[3] 236,372 35	[3] 46,433 78	Cr [2] 243,413 90	Cr [2] 207,509 33	Cr [2] 307,999 59	347,801 66	360,290 84
Total expended or reserved for injuries and damages by the included companies [1]	$3,285,323 82	$3,098,537 36	$3,095,569 93	$3,197,756 83	$3,668,225 23	$3,725,302 72	$4,240,596 46	$3,609,040 56
Total expended for injuries and damages for all companies [1]	3,039,682 22	3,030,440 08	3,174,112 09	3,578,027 63	4,028,292 27	[4] 4,200,355 62	[4] 4,417,300 66	[4] 3,849,955 69
Total operating expenses for the included companies	$46,936,353 26	$48,186,740 26	$48,326,604 41	$50,074,574 61	$53,884,299 46	$58,145,041 04	$73,282,392 62	$91,211,044 04
Total operating expenses for all companies	48,675,646 66	50,117,712 01	50,324,095 32	52,038,312 15	55,960,722 18	[4] 60,386,692 18	[4] 75,895,286 33	[4] 96,018,377 32
Per cent operating expenses, included companies to all companies	96.43	96.15	96.03	96.23	96.29	96.29	96.51	94.99

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TABLE 18. REVENUES AND EXPENSES OF THE INTERBOROUGH SUBWAY FOR THE YEARS ENDED JUNE 30, 1905-1920

NOTE.— With the exception of the last two columns the figures relate to all municipally owned subways operated by the Interborough Rapid Transit Co., whether embraced in Contract 1, 2 or 3. Prior to June 22, 1915, when the Queensboro Subway (first of the new lines provided for in Contract No. 3) was placed in operation the entire rental was a first charge on income; rent for Contract 3 lines is payable only after the company has earned its charges. Final determination of the amount due the city has not been made.

YEAR ENDED JUNE 30	Revenue car mileage	Number of tickets sold	Operating revenue	Operating expenses	Operating ratio	Net revenue	Taxes	Rent due city under Contracts 1 and 2	Surplus applicable to company's investment
1905*	18,915,364	72,722,890	$3,732,791	$1,850,448	49.57	$1,882,343	$15,900	$1,049,402	$817,041
1906	31,931,073	137,919,632	7,052,012	2,978,109	42.23	4,073,903	28,686	1,826,039	2,219,179
1907	37,184,940	166,363,611	8,506,924	3,883,370	45.65	4,623,554	42,954	1,933,233	2,647,366
1908	44,005,213	200,439,776	10,253,337	4,423,313	43.14	5,830,024	59,540	1,991,985	3,778,499
1909	46,220,888	238,430,146	12,191,001	4,547,620	37.30	7,643,381	66,596	2,171,023	5,405,761
1910	50,258,774	268,962,115	13,932,506	4,756,450	34.14	9,176,056	225,280	2,181,204	6,769,572
1911	57,110,868	276,704,796	14,353,206	5,929,653	41.31	8,423,553	268,438	2,254,692	5,900,423
1912	64,544,520	302,973,856	15,693,908	6,517,868	41.53	9,176,040	363,803	2,312,943	6,499,294
1913	65,697,992	327,471,510	16,807,956	6,644,406	39.53	10,163,550	389,405	2,339,483	7,434,662
1914	66,454,810	340,413,103	17,560,558	6,171,818	36.72	11,388,740	386,189	2,361,065	8,641,487
1915	68,375,144	345,585,749	17,848,795	6,203,070	34.76	11,640,725	442,372	2,360,066	8,838,287
1916	72,041,136	371,505,318	19,357,253	6,875,192	35.52	12,482,061	503,630	2,380,620	†9,597,811
1917	73,671,808	414,193,992	21,454,893	8,117,602	37.84	13,337,291	801,512	2,375,715	†10,160,064
1918	75,082,272	418,337,666	21,840,448	9,159,182	41.94	12,681,266	1,649,412	2,384,538	†8,647,316
1919	89,688,422	461,147,058	24,632,208	14,377,899	58.37	10,254,309	882,175	2,413,638	†6,958,496
1920	93,387,094	586,098,633	31,622,973	18,161,487	57.43	13,461,486	436,765	2,428,488	†10,596,233

* Period Oct. 27, 1904, to June 30, 1905.
†See general note.

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TABLE 19. FINANCIAL RESULTS OF OPERATION AS REPORTED BY THE NEW YORK CONSOLIDATED (LESSEE UNDER CONTRACT NO. 4), 1914–1920

Item	Year Ended June 30 — 1915	1916	1917	1918	1919	1920	Total, Aug. 4, 1913–June 30, 1920
Revenue	$8,560,556 60	$9,903,520 16	$11,371,282 40	$13,057,406 09	$15,710,096 27	$19,562,212 80	$85,996,064 83
Contract deductions:							
Rentals	[1] 96,550 78	64,867 33	67,460 00	67,400 00	65,332 78	77,711 90	517,251 34
Taxes	525,189 87	432,521 25	723,049 64	777,325 20	862,227 98	959,150 91	4,814,518 26
Operating expenses exclusive of maintenance	3,396,054 00	3,998,089 07	4,520,113 06	5,497,760 12	8,108,152 80	[2] 11,274,127 58	[3] 39,855,239 65
Maintenance (repairs)	1,026,389 42	1,186,859 92	1,361,766 93	1,563,576 27	2,042,702 37	2,629,214 32	10,751,154 24
Depreciation reserve	256,597 32	296,714 98	340,441 73	390,894 07	300,000 00	1,080,000 00	2,899,809 34
Total	$5,300,781 39	$5,979,052 55	$7,012,831 36	$8,296,955 66	$11,378,415 93	$16,020,204 71	$58,837,972 83
Balance	$3,259,775 21	$3,924,467 61	$4,358,451 04	$4,760,450 43	$4,331,680 34	$3,542,008 09	$27,158,092 00
Preferential (on old investment)	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	3,500,000 00	24,180,107 51
Surplus over first preferential	D $240,224 79	$424,467 61	$858,451 04	$1,260,450 43	$831,680 34	$42,008 09	$2,977,984 49
Interest and sinking-fund, company's new investment	91,000 92	665,959 45	1,108,822 81	1,666,201 40	2,386,201 40	2,866,201 40	8,799,726 61
Interest and sinking fund, city's investment	404,661 45	604,006 18	2,238,516 28	1,428,609 98	5,196,050 56	3,856,349 03	14,038,253 96
Total deficit	$735,887 16	$845,498 02	$2,488,888 05	$1,834,360 95	$6,750,571 62	$6,680,542 34	$19,859,996 08

NOTE.— Inconsiderable differences from figures of the general tables of the various Annual Reports are due to the fact that Table 17 is compiled from monthly returns of operation under Contract 4, and the general tables from the annual company returns after adjustments have been made.

[1] In February, 1915, adjustments were made for past accrued rent charges for cars used for temporary operation on the Sea Beach line. The amount involved was approximately $13,000 and should properly be adjusted over the period of operation.

[2] Excluded temporarily, $94,187.16.

[3] Excluded temporarily, $251,499.22.

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NOTE REGARDING DEPRECIATION ACCOUNTS

The Uniform System of Accounts prescribed by the Commission for street railway companies provides that operating expenses shall include under the head of maintenance the estimated amount of capital consumed, which is defined as "the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period, there is deducted the actual amount expended in repairs, and the remainder is charged to depreciation or credited if the actual amount expended for repairs exceeds the estimated deterioration. Three depreciation accounts have been provided in operating expenses, "Depreciation of Way and Structures," "Depreciation of Equipment," and "General Amortization"; amounts charged to these accounts are concurrently credited to the account "Accrued Amortization of Capital," the official title of the depreciation reserve.

Under paragraph 30, where the term "amortize" is first used in the accounting order, there appears the following explanatory note:

NOTE.— By "amortization" of any charge or credit is meant its gradual extinction. The word is broader than the word "depreciation," since the latter is restricted ordinarily to tangible property. The word "depreciation" also imports more of the idea of fluctuating value and is complicated somewhat with the question of cost of replacement at market prices. Because it is considered unnecessary in connection with the gradual consumption or expiration of life of capital to consider the question of cost of replacement until the replacement is actually made, at which time the cost of replacement is duly charged to the appropriate account, and because provision is necessary for the gradual extinction of certain charges (such as those for some kinds of capital, those for extraordinary casualties, for discount on debt, etc.), to which the term "depreciation" does not well apply, it is considered advisable to use the term "amortization" in connection with the extinction of such charges, and of certain corresponding credits, such as premiums on debt outstanding.

The text of the depreciation accounts is as follows:

(730.) DEPRECIATION OF WAY AND STRUCTURES.

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Way and Structures shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all way and structures of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Way and Structures" shall be debited and the reserve account "Accrued Amortization of Capital" shall be credited with an amount equal to the excess. If the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Way and Structures" credited with an amount equal to the excess. Where capital is substantially continuous, such as tracks, and can not be satisfactorily individualized, the capital shall be kept in efficient operating condition through repair, and the renewals and replacements of parts thereof

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shall be considered repairs. In the case of buildings, towers, bridges, trestles, and other separate structures capable of being readily individualized, charges to this account must be sufficient to provide (in respect of such capital) in the account "Accrued Amortization of Capital" by the time such structures go out of service a reserve equal to the original cost thereof, less salvage, to which account such original cost, less salvage, may be charged, except as provided in account (No. S100) "Fixed Capital, December 31, 1908."

NOTE.—Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years and the accrual may be on the basis of revenue car-miles. Whatever may be its basis such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation, and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets 8½ x 11 inches or 9½ x 12 inches and shall be entitled "Rule of the (here naming the accounting corporation) concerning Depreciation of Way and Structures."

(Uniform system of accounts for street and electric railways, page 54.)

(760.) DEPRECIATION OF EQUIPMENT.

Each month the sum of the amounts charged for that month to the foregoing repair accounts in Maintenance of Equipment shall be compared with the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month on all equipment of the accounting corporation. If the estimated deterioration exceeds the total repairs, the account "Depreciation of Equipment" shall be debited and the reserve account "Accrued Amortization of Capital" credited with an amount equal to the excess; if the sum of the repairs exceeds the estimated deterioration, the account "Accrued Amortization of Capital" shall be debited and "Depreciation of Equipment" credited with an amount equal to the excess. The net amount charged (or credited) to this account for any month, and concurrently credited (or charged) to the reserve account "Accrued Amortization of Capital," must be sufficient, except as provided in the account (No. S100) "Fixed Capital, December 31, 1908," to provide in that account, in respect of the several items of equipment by the time such items go out of service, a reserve equal to the original cost thereof, less salvage. When any capital is retired from service, the amount (estimated if not known) originally charged to a capital account in respect thereof shall be credited to such capital account, and (except as provided in the account "Fixed Capital, Dec. 31, 1908") the original money cost of such capital less salvage, if any, shall be charged to the account "Accrued Amortization of Capital," any necessary adjusting entry being made in the proper account under "Corporate Surplus or Deficit."

NOTE.—Until otherwise ordered the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued

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during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years and the accrual may be on the basis of revenue car-miles. Whatever may be its basis such rule and a sworn statement of the facts and expert opinions and estimates upon which it is based shall be filed with the Public Service Commission on or before July 1, 1909; each amendment of such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporation and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets 8½ x 11 or 9½ x 12 inches and shall be entitled "Rule of the (here naming the accounting corporation) concerning Depreciation of Equipment."

(Uniform system of accounts for street and electric railways, page 59.)

(S842.) GENERAL AMORTIZATION.

Charge to this account at the close of each fiscal period and credit to the account "Accrued Amortization of Capital" such amount as is attributable to the period in respect of amortization of intangible capital not assignable to Maintenance of Way and Structures or to Maintenance of Equipment. This includes such matters as amortization of limited franchises, amortization of organization, etc. which shall be based on rule to be filed with the Public Service Commission on or before July 1, 1909.

(Uniform system of accounts for street and electric railways, page 68.)

(374.) ACCRUED AMORTIZATION OF CAPITAL.

Credit to this account such amounts as are charged from time to time to "Operating Expenses," or other accounts to cover depreciation of way and structures, depreciation of equipment, and other amortization of capital. When any capital is retired from service, the original money cost thereof (estimated if not known, and where estimated, that fact and the facts upon which the basis is estimated shall be stated in the entry), less salvage, shall (except as provided in the account "Fixed Capital, December 31, 1908") be charged to this account. The amount originally entered or contained in the charges to any capital account in respect of such capital so going out of service shall be credited to such capital account, and any necessary adjusting entry made to the appropriate sub-account under the account "Corporate Surplus or Deficit."

(Uniform system of accounts for street and electric railways, page 31.)

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BELT LINE RAILWAY CORPORATION

Incorporated December 24, 1912 (successor to Central Park, North and East River R. R. Co.)

The Third Avenue Ry. Co. controls the respondent through ownership of the capital stock acquired August 4, 1913.

Important Changes during the Year.— No new powers or franchises were acquired.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Grading	.....	.....	$21,460 00
Ties	.....	.....	4,961 00
Rails, rail fastenings and joints	.....	.....	34,292 00
Special work	.....	.....	17,669 00
Underground construction	.....	.....	11,818 00
Track laying and surfacing	.....	.....	11,109 00
Paving	$823 09	.....	55,517 00
Underground conduits	.....	.....	594 00
Distribution system	.....	.....	1,085 00
Revenue cars	.....	.....	84,507 43
Electric equipment of cars	.....	.....	68,337 29
	$823 09	.....	$311,349 72

Expenditures for Principal Projects.— Paving renewed on two-foot strip outside tracks, Fifty-ninth street, between Second and Fifth avenues, $823.09.

Property Retired during the year from Fixed Capital, Dec. 31, 1908.— None.

Equipment Retired during Year.— 50 closed storage battery passenger cars bodies bought in 1913; 50 sets of single car trucks.

Power Bought, Sold or Exchanged.— See abstract of Third Avenue Railway Co., ibid.

Corporate Deficit.— Debit balance June 30, 1919, $105,305.51; debit balance for year transferred from income, $20,814.82; Second Avenue R. R. Co., Receiver, adjustment of 1913 charges, $32.91; to write off track and roadway abandoned along the East Belt Line, $122,045.66; total debits, $248,248.90. Credit adjustment of 1916 State franchise tax, $5,241.27. Deficit, June 30, 1920, $243,007.63.

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; Attorney, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. C. Thompson; General Purchasing Agent, C. Wittel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., E. A. Manice, J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Straus, A. S. Webb, A. R. Horr, J. M. Jarvis.

Main Business Office.— 2396 Third Ave., New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

THE BLEECKER STREET AND FULTON FERRY RAILROAD COMPANY

LESSOR

Organized December 12, 1884, under the New York State Railroad Law of 1850. The New York Railways Company through title to securities acquired May 16, 1917, has the right to exercise the major part of the voting power in this company [holding $853,600 out of $900,000 par value of outstanding stock].[1] It is also the operator.

[1] From report of New York Railways Co.

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The Bleecker Street and Fulton Ferry Railroad Corporation

Terms of Lease.— See 1917 Report.

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of the year, $113,009.03; net income for year, $14,003. Surplus, June 30, 1920, $127,012.03. This includes rental accrued but unpaid (2 years, $27,000, and allowance for corporate expenses, 18 months $900), not shown on the balance sheet.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, H. C. Wigren; Treasurer, J. H. Campbell; Auditor, F. Samuelson; General Attorney, James L. Quackenbush.

Directors.— J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, Frank Hedley, George Keegan, W. Leon Pepperman, H. H. Vreeland, Charles E. Warren, D. W. Ross.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 28, 1920.

BRIDGE OPERATING COMPANY

Incorporated July 29, 1904, under the Business Corporation Law of the State of New York. Stock control of the company has been held jointly by the Brooklyn Rapid Transit Company and the New York Railways Company, each of whom held $50,000 par value of its $100,000 of capital stock. Until June 1, 1920, when the temporary permit of the company to operate over Williamsburgh Bridge expired, the Brooklyn Heights Railroad Co., acted as operating agent for the owners, receiving therefor an administration fee of $5,000 per annum, and for depot, storage and shop facilities, $2,500 per annum.[1]

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Surplus, June 30, 1919, $16,541.77; credit balance transferred from income, $5,670.59; surplus, June 30, 1920, $22,212.36.

Officers.— President, T. S. Williams; Vice-President, W. Leon Pepperman; Secretary and Treasurer, C. D. Meneely; Auditor, Frank Samuelson.

Directors.— G. D. Youmans, C. D. Meneely, T. S. Williams, W. Leon Pepperman, F. T. Wood, Ralph Norton.

Main Business Offices.— 85 Clinton St., Brooklyn, and 165 Broadway, New York City.

Report verified by C. D. Meneely, Treasurer, October 28, 1920.

BROADWAY AND SEVENTH AVENUE RAILROAD COMPANY

LESSOR

Incorporated May 26, 1864 under the Railroad Law. The New York Railways Company, through title to securities acquired December 30, 1911, in the reorganization of the Metropolitan Street Railway Company has the right to exercise the major part of the voting power in this company, holding $1,399,300 out of $2,100,000 par value of outstanding stock. It is also the lessee of the property.

Terms of Lease.— See 1917 Report.

Important Changes during Year.— Job E. Hedges was appointed Receiver, effective as of midnight September 30, 1919. No new powers or franchises were acquired.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $80,170.41; net corporate income of year, $209,815.92. Surplus June 30, 1920, $289,986.33. This includes rental accrued but unpaid (1 year, 9 months, $367,500), not shown on balance sheet.

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[1] [From documents on file with the Transit Commission.]

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Broadway and Seventh Avenue Railroad Company

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, H. C. Wigren; Treasurer, J. H. Campbell; Auditor, F. Samuelson; General Attorney, James L. Quackenbush.

Additional officers were appointed by the Receiver as follows: General Manager, Frank Hedley; Counsel, Winthrop & Stimson; Secretary, W. H. Anderson; Director of Welfare, H. H. Vreeland; Real estate officer, H. W. Warren.

Directors.— J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, Phoenix Ingraham, W. Leon Pepperman, Alfred Skitt, H. H. Vreeland, Chas. E. Warren, D. W. Ross.

Main Business Office.— 165 Broadway, New York City.

Report verified by Job E. Hedges, Receiver, September 30, 1920.

THE BRONX TRACTION COMPANY

LESSOR

Incorporated May 20, 1904, as a consolidation of the Suburban Traction Company, Van Nest, West Farms and Westchester Traction Company, Wakefield and Westchester Traction Company, West Farms and Westchester Traction Company, and Williamsbridge and Westchester Traction Company. The Union Railway Company of New York City controls this company through ownership of its stock, and it is also the operator under lease or agreement.

Important Changes during Year.— None. No new powers or franchises were acquired.

Fixed Capital installed since Dec. 31, 1908.— Additions and betterments: Ties, $1,170.80; Rails, rail fastenings and joints, $963.40; Paving, $12,579.55; Poles and fixtures, $1,068.95; Transmission system, $101.78; Distribution system $107.69; Total, $15,992.17.

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1908. To write off the estimated original cost of the overhead trolley on Port Morris avenue between East Tremont avenue and Van Buren street. D. T. center pole construction, 0.189 miles, $244.73; 13 iron poles at $26.50, $344.50; total, $589.23, credited to electric line construction.

Corporate Deficit.— Debit balance at beginning of year, $99,444.43; net corporate loss for year, $1,265.52. Deficit, June 30, 1920, $100,709.95.

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. H. Seaman, L. F. Straus, F. H. Shipman.

Main Business Office.— 2396 Third avenue, New York City

Report verified by A. D. Sage, Treasurer, September 30, 1920.

THE BROOKLYN AND NORTH RIVER RAILROAD COMPANY

Incorporated January 2, 1912. The company is controlled jointly by the following corporations: The Brooklyn Heights Railroad Company, 125 shares; The Nassau Electric Railroad Company, 125 shares; The Coney Island and Brooklyn Railroad Company, 250 shares; New York Railways Company, 250 shares; Third Avenue Railway Company, 250 shares.

Important Changes during Year.— The franchise granted by the City of New York under contract dated September 9, 1913, was declared forfeited by resolution of the Board of Estimate and Apportionment, January 9, 1920, approved by the Mayor, January 24, 1920. Operation of the company's line had been discontinued October 4, 1919. No new powers or franchises acquired.

Fixed Capital Changes during Year.— None.

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The Brooklyn and North River Railroad Company

Power Bought

NAME OF COMPANY	Total number of kw.hrs. delivered		Average price per kw.hr. (cents)	Total amount	Amount debited to expense
Third Ave. Ry System..	D. C.	444,037	1.10	$4,884 40	$4,884 40
Receiver New York Rys. Co.	D. C.	81,754	1.10	899 32	899 32
Receiver Nassau Electric R. R. Co.....	D. C.	22,270	1.10	244 97	244 97
Manhattan Bridge 3¢ Line	A. C.	108,889	1.3357	1,454 50	1,454 50
Total				$7,483 19	$7,483 19

Corporate Deficit

Deficit June 30, 1919.....	$464,229 74
Debit balance for year transferred from income.....	47,774 67
Adjustment of city taxes — gross earnings, for the year ended Sept. 30, 1918	298 13
Corporate deficit, June 30, 1920.....	$512,302 54

Officers.— President, Slaughter W. Huff; Vice-President, Edward A. Maher, Jr.; Secretary, George Keegan; Assistant Secretary, Ralph Norton; Treasurer, Charles D. Meneely; Assistant Treasurer, F. S. Richards; Auditor, Frank Samuelson; General Attorney, J. L. Quackenbush.

Directors.— Slaughter W. Huff, Edward A. Maher, Jr., Walter C. Burrows, Charles D. Meneely, Timothy S. Williams, William Subert, Charles L. Woody, George D. Yeomans, Lincoln Van Cott, W. Leon Pepperman, George Keegan, Ralph Norton.

Main Business Office.— 165 Broadway New York City.

Report verified by Slaughter W. Huff, President, October 30, 1920.

THE BROOKLYN CITY RAILROAD COMPANY

Incorporated December 17, 1853, under the General Railroad Laws of 1850.

The twenty principal stockholders as of October 7, 1919 and the number of votes to which they were entitled, were as follows:

The Mutual Life Insurance Co. of N. Y., 123,700; The Equitable Life Assurance Society of the U. S., 46,591; Emily A. Watson, 30,100; Brooklyn Trust Co., 29,925; J. J. Studwell Estate, 27,750; David G. Liggett, 26,150; Lucy D. Rice, 19,000; Robert W. Goelet, 18,000; White, Weld & Co., 15,600; Estate of Ludarie Benet, 15,040; The Continental Insurance Co., 14,000; Charlotte B. Wilbour, 12,600; United States Trust Co. of N. Y., 11,035; Dick S. Ramsey, 10,000; W. A. & A. M. White, 9,520; United States Fire Insurance Co., 8,000; Gertie A. Garman, 7,500; Westchester Fire Insurance Co., 7,500; Robert Goelet, 7,000; Philomena A. Curron, 7,000.

The company controls through direct stock ownership the Brooklyn City Development Corporation.

Important Changes during Year.— Investments made during the year, and held at close of year, were as follows: Brooklyn City Development Corporation stock, par and cost $345,000; U. S. 6% certificates of indebtedness, par and cost, $100,000; real estate bonds and mortgages, various, $74,000. U. S. Liberty bonds, 4¼'s, par value, $88,000, cost, $86,453.40 were sold March 5, 1920, for $78,765; loss, $7,688.40. The Reagan Realty Co. mortgage for $24,000, the Davidson mortgage for $19,500 and the Felder mortgage were transferred to the Trustees of Insurance Reserve Fund. The Sherrill mortgage for $10,000 was also sold. [The lessor company also reported the sale of U. S. Liberty bonds, $20,000 4¼'s for $19,128, at a loss of $872, and U. S. Victory notes, $30,000 4¾'s for $29,832, at a loss of $168. Real estate mortgages showed a net decrease of $69,250.]

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The Brooklyn City Railroad Company

Agreements were made as follows: With L. M. Garrison, Receiver of the Brooklyn Heights R. R. Co. whereby the Brooklyn City R. R. Co. will take possession of its properties and take the place of the Brooklyn Heights R. R. Co. in all its contracts, agreements, etc., other than trackage agreements, and generally providing for operation and power, dated and approved October 16, 1919, which contract was consented to by L. M. Garrison as Receiver of the other companies of the B. R. T. system, and by the other companies of that system not in receivership. The transfer was effective from midnight October 18.

With the Receiver of The Nassau Electric R. R. Co. for the lease of 13 trailer cars, dated October 19, 1919.

With the Receiver of the Brooklyn Heights R. R. Co. for the use of 54 trailer cars and 108 safety cars, dated December 22, 1918; assigned, April 22, 1920, to the Brooklyn City Development Corporation.

With the New York Consolidated R. R. Co. for the exchange of transfers at Fourth avenue and 86th street, dated October 31, 1919.

With the Post Office Department, March 25, 1920, effective April 1, for the transportation of letter carriers and special delivery messengers, 1,155,000 tickets for which $38,500 is to be paid in quarterly installments — one-half each to The Brooklyn City R. R. Co. and Lindley M. Garrison as receiver and agent; and under verbal agreement this amount is apportioned among the various companies on the basis of the actual number of such tickets honored by each company.

Under the order of the Public Service Commission in Case No. 2431, dated November 19, 1919, the collection of a second fare on the Flatbush avenue line was discontinued, but court proceedings were pending.

No new powers or franchises were acquired.

Fixed Capital Installed since December 31, 1908.— Additions within the year: Street railway land, other, $6,338.70; ties, $256.45; rails, rail fastenings, and joints, $47.25; special work, $7,484.54; track laying and surfacing, $728.30; paving, $426.64; roadway tools, $18.49; poles and fixtures, $251.53; distribution system, $1,710.70; shops and car-houses, $1,353.10; stations, waiting-rooms and miscellaneous buildings, $63.88; revenue cars, $194.57; electric equipment of cars, $1,857.24; total, $20,731 49.

Expenditures for Principal Projects

Assessment, account of sewers, Maspeth avenue	$5,686 30
Single-track connecting curve at Palmetto st. and St. Nicholas ave.	1,307 08
Installation of toilet room in Gates avenue house	1,034 93
Equipment of 6 service cars with springs for snow removal, etc.	1,857 24
Installation of crossover Classon ave. north of Myrtle ave.	2,056 24
Installation of crossover in Empire Boulevard between Flatbush and Washington avenues	2,595 64
Installation of connecting curve, Flatbush ave. and Cortelyou road	3,276 40
Minor projects — less than $500 each	2,917 66
Total	$20,731 49

Detail of Property Retired during Year from Fixed Capital December 31, 1908.— Removal of poles, etc., from Vernon avenue yard, $1,988.20; 500,000 c. m. cable from Broadway between Rodney and Roebling streets, $681.57; loss by fire, surface passenger car No. 525, $1,453.73. Total, $4,123.50. Accounts credited: Track, roadway and electric line construction, $2,669.77; shop tools, machinery and cars, $1,453.73.

Power Bought.— From the Receiver of the Brooklyn Rapid Transit Co. 53,950,187 kw.hrs., at the average price of 1.404 cts. per kw.hr., $827,591.63, charged to expense.

CORPORATE SURPLUS

Credit balance, June 30, 1919	$541,446 36
Net corporate income June 30 to October 18, 1919	359,880 10
Total credits to surplus	$901,326 46

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The Brooklyn City Railroad Company

CORPORATE SURPLUS — *Concluded*

Dividends declared on stock July 15	$300,000 00	
Loss on sale of securities	1,040 00	
		$301,040 00
Credit balance, October 18, 1919		$600,286 46
Reported by lessor for the period June 30 to October 18, 1919		.....
Net corporate income for the period October 18, 1919 to June 30, 1920		31,489 62
Total credits		$631,776 08
Appropriation to reserves	$143,333 34	
Amortization elsewhere unprovided for	1,961 37	
Real estate taxes and interest thereon, 1889, 1890 and 1891	276 63	
Loss on sale of U. S. Liberty bonds, $30,000, 4¼s	3,108 75	
Loss on sale of U. S. Liberty bonds, $58,000, 2nd, 4¼s	4,579 65	
Total debits for the period October 18, 1919 to June 30, 1920		153,259 74
Surplus, June 30, 1920		$478,516 34

Officers.— President, Frank Lyman; Vice-Presidents, Henry F. Noyes and H. Hobart Porter; Secretary, S. B. Olney; Treasurer and Assistant Secretary, George W. Jones; Auditor, Edwin H. Reed; Assistant Treasurer and Assistant Auditor, L. E. Sharpe; General Counsel, Cullen & Dykman; General Manager, H. Hobart Porter; Assistant General Manager, C. E. Morgan; Superintendent of Transportation, William Siebert.

Directors.— Frederick L. Allen, William N. Dykman, Richard L. Edwards, Crowell Hadden, Alfred R. Horr, Frank Lyman, Edwin P. Maynard, Henry F. Noyes, H. Hobart Porter, Dick S. Ramsey, Hiram R. Steele, James Simpson, Harold T. White.

Main Business Office.— 168 Montague St., Brooklyn, N. Y.

Reports verified by George W. Jones, Treasurer, September 30, 1920.

THE BROOKLYN HEIGHTS RAILROAD COMPANY

Incorporated April 1, 1887. The Brooklyn Rapid Transit Company on January 24, 1896, acquired control of the company by purchasing its capital stock from the reorganization committee of the Long Island Traction Company.

Important Changes during Year.— Lindley M. Garrison was appointed Receiver by the United States District Court, effective July 14, 1919. The lines leased from The Brooklyn City Railroad Co. were returned to that company October 18, 1919, upon abrogation of the lease. New investments were made by the purchase of U. S. certificates of indebtedness, 5½%, $400,000 at par and Second Liberty Loan 4¼% bonds, $9,000 par for $8,096.63.

Agreements or contracts were made as follows: With J. G. Brill Co., covering 108 single-truck safety cars, July 29, 1919.

With the Coney Island & Gravesend Ry. Co., October 16, 1919, terminating the car lease dated July 1, 1914.

With the Nassau Electric R. R. Co., October 16, 1919, terminating the car lease dated August 24, 1908, and transferring obligations under the lease of July 1, 1914.

With The Brooklyn City Railroad Co. whereby The Brooklyn City R. R. Co. will take possession of its properties and take the place of the Brooklyn Heights R. R. Co. in all contracts, agreements, etc., under condition of lease dated February 14, 1893; likewise in the maintenance agreement of February 28, 1907.

With Receiver of Nassau Electric R. R. Co., October 19, 1919, a lease to Nassau Electric R. R. Co. of ten centre-entrance cars, Nos. 5070–5079.

With Brooklyn City R. R. Co., December 22, 1919, leases to Brooklyn City R. R. Co. of 54 trailer cars, Nos. 6000 to 6053 and 108 safety cars, Nos. 7000 to 7107.

With the Brooklyn, Queens County & Suburban R. R. Co., Coney Island & Brooklyn R. R. Co. and Nassau Electric R. R. Co., June 1, 1920, covering temporary arrangement to operate Bridge local cars on the Williamsburgh Bridge.

With Receiver of Nassau Electric R. R. Co., June 15, 1920, leasing to Brooklyn Heights R. R. Co. 9 motor cars and 9 trailers for operation on the Williamsburgh Bridge.

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The Brooklyn Heights Railroad Company

With American Coin Register Co., December 20, 1919, covering 180 Vogelsang fare boxes.

For contract with the Post Office Department see abstract of The Brooklyn City Railroad Co.

The order of the Public Service Commission dated July 17, 1919, effective August 1, modified Order No. 1801 and authorized a charge of 2 cents for transfers issued by the Brooklyn Heights [and other B. R. T. companies]. No new powers or franchises were acquired.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

	INSTALLATIONS		RETIREMENTS	
TITLE OF ACCOUNT	Owned	Leased	Owned	Leased
Right of way	.....	$247 05	$247 05	.....
Street railway land, other	$13,750 00	36,397 91	36,397 91	.....
Ballast	.....	86 55	86 55	.....
Ties	.....	1,508 11	1,200 54	$15 00
Rails, rail fastenings and joints	.....	5,211 31	4,281 29	715 00
Special work	.....	7,563 88	3,257 02	.....
Track laying and surfacing	.....	4,216 18	2,547 44	140 00
Paving	.....	11,201 53	852 80	.....
Roadway tools	.....	52 25	52 25	.....
Interlocking and other signal apparatus	.....	3,623 91	3,623 91	.....
Poles and fixtures	.....	5,204 39	5,107 34	.....
Distribution system	.....	9,340 80	8,487 47	140 00
Shops and car-houses	.....	211,608 76	210,957 83	228,223 70
Stations, waiting room and miscellaneous buildings	12 00	7,796 74	7,258 10	.....
Docks and wharves	.....	3,216 23	.....	.....
Shop equipment	.....	10,295 44	476 47	.....
Revenue cars	.....	1,727,312 84	1,671,086 57	.....
Electric equipment of cars	.....	1,491,053 52	1,477,296 49	.....
Other rail equipment	.....	6 00	.....	.....
Miscellaneous equipment	.....	136 60	136 60	.....
Total	$13,762 00	$3,536,080 00	$3,433,353 63	$229,233 70

Expenditures for Principal Projects

Lines Owned

Account of purchase of property, south side of Centre street, west of Walker street	$13,750 00
Credits due to transfers to account of The Brooklyn City Railroad Co.:	
Property at Myrtle avenue and Tesla place, lots 63, 64 and 65	$6,816 25
Property Juniper and Washington avenues, block 2407, lot 1	9,513 25
Property on 53rd street, Nos. 95, 97 and 99, block 804, lots 49, 50 and 51	11,747 85
Surface passenger cars, 499 fully equipped	3,009,062 62
Westinghouse motors, 224 No. 93	139,320 44
Storage yard, Fresh Pond property	7,787 10
Inspection shed and pits, Fresh Pond property	126,688 35
Shop building, etc., Fresh Pond property	92,079 48
Trolley line, single track from Avenue "N" to plant of Gulf Refining Co. and the National Lead works	12,834 81
Items less than $5,000	17,503 48
Total credits	$3,433,353 63

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The Brooklyn Heights Railroad Company

Leased Lines

Installation of vestibules, including prepayment fare provisions, etc.	$63,905 54
Installation of improved pavement on 86th, 21st avenue to Bay 39th st.	10,211 98
Installation of machinery and tools at Fresh Pond shop	8,060 95
Payment on account of improvements, Fresh Pond property	Cr 223,223 70
(Other items, under $5,000 each, are here omitted.)	

Detail of Property Retired during Year from Fixed Capital, December 31, 1906, and Accounts Credited

Real Estate used in operation of road			
Assessment a/c paving Flatbush Ave. & Beverly Road. Transferred to B. City a/c	$556 94		
Cost of Road and Equipment			
Substitution of wood ties in place of cable yoke construction, Montague St	304 00		
			$862 94
Leased Lines —			
Real Estate used in operation of road			
Transfer from B. H. R. R. Co. a/c. assessment a/c paving Flatbush Ave. and Beverly Road		Dr.	558 94
Track and Roadway Construction			
Removal of track and turnouts Fulton St. Ferry Terminal at Furman and Ferry Sts	$3,493 36		
Removal of special work from Ridgewood Terminal	6,553 52		
			10,046 88
Electric Line Construction			
Removal of 2 — 500,000 C. M. feeders Grant St. between Kent and Graham Aves	$4,232 47		
Removal of trolley wire from over unused tracks at Fulton Ferry	243 00		
Removal of feeders and switches from junction of Myrtle and Classon Aves	654 89		
Removal of manhole from 4th Ave. over Sea Beach R/W.	200 00		
Removal of overhead work from sidings 25th Ave. and Ulmer Park	113 30		
Removal of one trolley pole from 52nd St. Dock	56 53		
Removal of trolley wire 52nd St. Dock	22 29		
Removal of underground conduits from Halsey St. subway between Ralph and Tompkins Aves	8,169 45		
			13,691 93
Buildings and fixtures used in operation of road			
Payment a/c lines and track building			13,694 49
Power Plant Equipment			
Removal of an engine and generator from Eastern Power Station			48,713 00
Cars			
Removal of 18 Peckham No. 6 single trucks and 1 Diamond single truck			5,720 92
			$91,366 28

Power Bought.— From Receiver of Brooklyn Rapid Transit Co., 26,987,024 kw.hrs. (calculated on monthly car mileage), average price per kw.hr. 1.159 cts.; total, $312,759.02 charged to operating expenses.

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The Brooklyn Heights Railroad Company

Corporate Deficit

Deficit, June 30, 1919		$903,193 11
Deficit transferred from income account		1,005,912 59
Amortization elsewhere unprovided for: Engine and generator removed from east power house, $18,619.71; 19 trucks demolished, $3,174.35; spur track work and construction removed from Ridgewood Terminal, $3,139.01; other items, $1,858.53		26,191 60
Other deductions from surplus: Advances to committee on ways and means to obtain additional revenue, $6,087.50; allowance made to Bush Terminal Co. for trackage and power on Second avenue between 38th street and 41st street for passenger cars operated Jan. '17 to June '18, $2,612.10; other items, $751.72		9,451 32
Bad debts written off		2,721 05
Appropriation to reserve for employer's liability		1,256 10
Total debits		$1,948,725 77
Less credits to surplus:		
Adjustment of rental of 6 cars to South Brooklyn Ry. Co.	$1,004 63	
Excess of deposit by Dock Contractor Co. account of repairs to trolley poles on Nostrand avenue	414 30	
Jury fees returned	360 00	
Income accrued prior to receivership covered by Receiver's bills against Brooklyn Edison Co., Inc.	358 01	
Minor items	46 88	
		2,183 82
Deficit, June 30, 1920		$1,946,541 95

Officers.— President, T. S. Williams; Vice-Presidents, C. D. Meneely and J. J. Dempsey; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; General Manager, W. S. Menden; Assistant General Manager, A. R. Piper; Chief Engineer, C. L. Crabbs; Superintendent, W. Siebert; Purchasing Agent, L. Van Cott.

Directors.— N. F. Brady, T. S. Williams, C. D. Meneely, W. G. Oakman, J. H. Harding, H. C. DuVal, G. B. Gallagher, J. C. Brady, Colgate Hoyt, G. W. Davison.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer, September 29, 1920.

BROOKLYN, QUEENS COUNTY AND SUBURBAN RAILROAD COMPANY

Incorporated November 24, 1893. The company is controlled by the Brooklyn Rapid Transit Company, which purchased a majority of the stock on January 24, 1896. Lindley M. Garrison was appointed Receiver and begun operation of the respondent's property July 14, 1919.

Important Changes during Year.— Agreements were made as follows: July 29, 1919 with J. G. Brill Co. covering the purchase of eight safety single-truck cars, consideration $44,800; December 20, 1919, between American Coin Register Co., Hubert Perry and L. M. Garrison as Receiver, covering 10 Vogelsang fare boxes; March 25, 1920, with the United States Government (by Postmaster General), for the transportation of mail carriers and special delivery messengers for one year from April 1, 1920, superseding agreement dated July 1, 1917; consideration is $38.500 for 1,155,000 tickets, payable quarterly July, October, January and April, one-half each to the Brooklyn City R. R. Co. and L. M. Garrison as Receiver. Under verbal agreement the amount is apportioned among the companies on basis of actual number of tickets honored by each company at 3½¢ each; May 25, 1920 between South Brooklyn Railway Co. and Receiver of Brooklyn, Queens Co. and Suburban Rail-

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Brooklyn, Queens County and Suburban Railroad Company

road Co. terminating track agreement of March 1, 1907 as amended December 7, 1909; June 1, 1920 between L. M. Garrison, as Receiver of Brooklyn Heights Railroad Co.; Brooklyn, Queens Co. and Suburban Railroad Co., Coney Island and Brooklyn Railroad Co. and Nassau Electric Railroad Co., covering temporary arrangement to operate Bridge Local cars on Williamsburgh Bridge. Effective August 1, 1919, a charge of two cents each for transfers was authorized by the Public Service Commission. The lease dated September 3, 1908, whereby Brooklyn, Queens Co., and Suburban Railroad Co. leased 47 open cars from Nassau Electric Railroad Co. was terminated November 1, 1919. No new powers or franchises were acquired. Lindley M. Garrison was appointed Receiver and began operation of the respondent's property July 14, 1919.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Other street railway land	$14,029 28	.....	.....
Ties	25 55	.....	$10 00
Rails, rail fastenings and joints	17 60	.....	Dr. 69 00
Special work	1,127 28	.....	1,040 00
Track laying and surfacing	312 60	.....	140 00
Paving	400 25	.....	.....
Poles and fixtures	1 35	.....	.....
Distribution system	2,166 78	.....	129 00
Stations, waiting rooms, and misc. buildings	624 32	.....	.....
Docks and wharves	800 00	.....	.....
Revenue cars	1,228 48	.....	.....
Total	$20,733 49	.....	$1,250 00

Expenditures on Principal Projects

Purchase of property Center and Walker sts.	$13,750 00
Installation feeder from Richmond Hill Substation to Metropolitan avenue	1,742 68
Installation single track connecting curve at Bergen st. and Troy ave.	1,963 52
Minor projects	3,277 29
Total	$20,733 49

Detail of Property Retired during Year from Fixed Capital, December 31, 1908.— Removal of Standard R. H. Crossover, Jamaica avenue, west of Crescent street., $770; removal of 13 poles from Ralph avenue, at 98th and 99th streets, $439.94; total, $1,209.94.

Equipment Retired during Year from Fixed Capital, since Dec. 31, 1908.— None.

Power Bought, Sold or Exchanged.— See abstract of Brooklyn Rapid Transit Company.

CORPORATE DEFICIT

Deficit, June 30, 1919		$153,832 86
Debit balance for year transferred from income		415,258 13
Amortization elsewhere unprovided for		239 44
Bad debts written off		271 74
Other deductions from surplus		279 67
		$569,881 84
Additions to surplus:		
Accrued dividend tax 1917	$2,550 00	
Increase in Bill No. 14, Dec. 1918, Brooklyn Edison Co.	2 25	
Jury fee returned	78 00	
		2,630 25
Corporate deficit, June 30, 1920		$567,251 59

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rooklyn, Queens County and Suburban Railroad Company

ice-President, C. D. Meneely; Secretary, J. H. Bennington; Assistant T. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, F. S. Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Isaacsen; General Manager, W. S. Menden; Assistant General Manager, ; Chief Engineer Way and Structure, C. L. Crabbs; Superintendent, Wm. Purchasing Agent, L. Van Cott.

T. S. Williams, H. C. Du Val, G. B. Gallagher, C. D. Meneely, G. D. F. S. Flower, F. E. Gunnison, N. F. Brady, Wm. Siebert.

usiness *Office.*—85 Clinton street, Brooklyn, N. Y.

verified by C. D. Meneely, Treasurer, September 27, 1920.

BROOKLYN RAPID TRANSIT SYSTEM

Brooklyn Rapid Transit Company is a business corporation which has con- of various street railroad companies through stock ownership as shown in ous Reports. Through merger of the Transit Development Co., August 1, 1918, ns power plants and facilities, which are pooled with those of the subsidiary panies. By virtue of other operating agreements, also published in previous orts (especially that of 1917), it undertakes the maintenance work of the sub- iary companies. The cost of power and maintenance as reported for the fiscal ar 1920 is shown in the following statements:

Power Charge Distributed by Accounts

	1920	1919	Inc. (+) or Dec. (—)
Maintenance of way and structures:			
Repairs of buildings and structures	$31,041 55	$29,872 70	+ $1,168 85
Maintenance of equipment:			
Repairs of furnaces, boilers and accessories	$253,110 67	$240,284 50	+ $12,826 17
Repairs of steam engines	181,728 26	154,404 03	+ 27,324 23
Repairs of power plant electric equipment	5,888 15	21,174 93	— 15,286 78
Repairs of miscellaneous power plant equipment	8,966 82	6,623 55	+ 2,343 27
Repairs of cable power equipment	.....	1,386 13	— 1,386 13
Repairs of substation equipment	17,112 69	8,800 00	+ 8,312 69
Total	$466,806 59	$432,673 14	+ $34,133 45
ower supply:			
Power plant labor	$652,234 62	$541,453 58	+ $110,781 04
Substation labor	175,411 49	141,614 83	+ 33,796 66
Fuel for power	3,102,598 26	2,820,846 33	+ 281,751 93
Water for power	60,338 63	71,871 45	— 11,532 82
Lubricants for power	13,746 33	6,535 66	+ 7,210 67
Miscellaneous power plant supplies and expenses	79,423 50	47,816 18	+ 31,607 32
Substation supplies and expenses	33,748 79	7,600 71	+ 26,148 08
Power purchased	11 36	115 93	— 104 57
Total	$4,117,512 98	$3,637,854 67	+ $479,658 31
rand total, operating expenses	$4,615,361 12	$4,100,400 51	+ $514,960 61
ixed charges (rent for B. R. T. Co. plant)	1,233,231 96	1,108,940 34	+ 124,291 62
Total debits	$5,848,593 08	$5,209,340 85	+ $639,252 23

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Brooklyn Rapid Transit System

Power Charge Distribution by Accounts — Concluded

	1920	1919	Inc. (+) or Dec. (—)
Credited for power sold (to non-system enterprises)	$62,070 41	$58,811 16	+ $3,259 25
Amount of charges by B. R. T. Co. to system operating companies and the B. C. R. R. Co.	5,695,946 16	5,150,529 69	+ 545,416 47
Adjustments, etc.,— Coal on other than fuel account	90,576 51	.....	+ 90,576 51
Total credits	$5,848,593 08	$5,209,340 85	+ $639,252 23

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Maintenance Expense of Brooklyn Rapid Transit Company and The Brooklyn City Railroad Company

	Total	Maintenance of way and structures	Maintenance of equipment	Charges to operation
Direct labor, materials, fuel, etc.	$9,754,409 14	$2,844,371 06	$5,800,270 57	$1,109,767 51
B. R. T. Co's profit[1]	487,720 37	142,218 52	290,013 56	55,488 29
Rent for railway companies' plant	53,983 87	.....	53,983 87	.....
Total	$10,296,113 38	$2,986,589 58	$6,144,268 00	$1,165,255 80
Less amount charged to C. I. & G. in lieu of facilities	2,500 00	.....	2,500 00	.....
	$10,293,613 38	$2,986,589 58	$6,141,768 00	$1,165,255 80

Distribution of the Total Maintenance Expense of the B. R. T. Co. among the Operating Companies

	Total	The Brooklyn City	Brooklyn Heights	Nassau Electric	Brooklyn, Queens County & Subn.	Coney Island & Gravesend	Coney Island & Brooklyn	New York Consolidated	South Brooklyn
Car miles	[2] 109,624,133	[3] 17,453,578	[4] 7,992,675	[5] 16,505,103	4,974,036	237,902	[6] 5,875,057	[7] 55,800,897	[8] 784,885
Gross expense charged	$10,293,613 38	$2,047,465 79	$805,775 87	$1,846,955 09	$557,062 85	$26,154 31	$656,436 66	$4,270,739 60	$83,003 21
Rents for plants	53,983 87	26,310 48	12,189 52	.....	.....	.....	.....	10,000 00	5,483 87
Net expense charged by B. R. T. Co.	10,239,629 51	2,021,155 31	793,586 35	1,846,955 09	557,062 85	26,154 31	656,436 66	4,260,739 60	77,519 34
Individual company's expense	15,411,387 55	2,953,679 79	1,323,000 67	2,674,610 65	807,593 53	39,267 36	934,935 07	6,180,628 24	497,672 24
Total expense of maintenance and operation	$25,651,017 06	$4,974,835 10	$2,116,587 02	$4,521,565 74	$1,364,676 38	$65,421 67	$1,591,371 73	$10,441,367 84	$575,191 58
Less expense of operation	15,993,336 53	3,206,408 21	1,364,665 28	2,865,534 97	857,346 54	42,634 34	1,008,007 26	6,245,742 31	402,997 62
Maintenance — actual	$9,657,680 53	$1,768,426 89	$751,921 74	$1,656,030 77	$507,329 84	$22,787 33	$583,364 47	$4,195,625 53	$172,193 96
Depreciation	Cr 256,411 21	70,161 30	29,838 70	60,000 00	20,000 00	10,000 00	25,000 00	Cr 486,411 21	15,000 00
Total maintenance, including depreciation, as reported by individual companies	$9,401,269 32	$1,838,588 19	$781,760 44	$1,716,030 77	$527,329 84	$32,787 33	$608,364 47	$3,709,214 32	$187,193 96

[1] [The income of the B. R. T. Co. under the agreements consists of 5 per cent. profit on the direct cost of labor, materials, fuel, etc., used in maintenance, and a return of 10 per cent. on the value of the B. R. T. Co.'s plant used in the production of power.]

[2] The difference of 881,551 car miles between this figure and the 110,505,684 car miles reported by the companies of the B. R. T. System (see Table IV, D in Part II of this volume) is accounted for as follows: Freight mileage, 341,637; freight locomotive mileage, 24,769; Brooklyn Bridge line, 209,329; surface service cars, 141,311; The Brooklyn City R. R. non-revenue mileage, 164,505.

[3] The 276 revenue car-miles included here but not reported by the company due to an omission in the month of February.

[4] The 125,873 revenue car-miles reported by the company but not included here are 60 per cent. of the mileage of the Brooklyn Bridge line plus 276 here classed as Brooklyn City mileage.

[5] The 50,240 revenue car-miles reported by the company but not included here are 24 per cent. of the mileage of the Brooklyn Bridge line.

[6] The 33,492 revenue car-miles reported by the company but not included here are 16 per cent. of the mileage of the Brooklyn Bridge line.

[7] The 193,275 non-revenue car-miles included here but not reported by the company represents the mileage of cars for collection, supply, instruction, etc. The 341,637 revenue car-miles reported by the company but not included here are freight mileage.

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Power Cost

Direct labor, materials, fuel, etc.	$4,463,090 77
Rent for B. R. T. Company plant	1,232,855 39
Rent for railway companies' plants	806,160 27
	$6,502,106 43

Distribution of the total Power Cost among the Operating Companies under their Operating Agreements

	Total	The Brooklyn City	Brooklyn Heights (incl. Bridge Operating)	Nassau Electric	Brooklyn, Queens County & Suburban	Coney Island & Gravesend	Coney Island & Brooklyn	New York Consolidated	South Brooklyn
Car miles	[9] 110,960,243	[10] 17,453,302	[11] 8,846,198	16,555,343	4,974,036	237,902	5,908,549	[12] 55,800,897	[13] 1,184,016
Gross cost	$6,502,106 43	$1,021,963 70	$468,771 13	$925,591 18	$278,249 49	$13,214 13	$330,111 86	$3,397,772 92	$66,432 02
Rents for plants	806,160 27	194,372 07	112,313 53	71,340 29	83,834 61	1,580 16	62,726 28	245,601 68	34,391 65
Amounts assumed by each company	$5,695,946 16	$827,591 63	[14] $356,457 60	$854,250 89	$194,414 88	$11,633 97	$267,385 58	[15] $3,152,171 24	$32,040 37

[9] The difference of 454,559 car-miles included here but not included in the 110,505,684 car-miles reported by the companies of the B. R. T. System (see Table IV, D in part II of this volume) is accounted for as follows: 727,650 car-mileage of the Williamsburgh Bridge line plus 34,677 freight locomotive mileage (24,769× 2.40 — 24.769); minus 1,952 dump car mileage, 141,311 surface service car mileage and 164,505 Brooklyn City non-revenue mileage.

[10] Exclusive of 164,505 non-revenue mileage.

[11] The 727,650 car-miles included here but not included in the company's revenue car mileage are mileage of the Williamsburgh Bridge line.

[12] See note 7 on preceding page.

[13] The 57,494 car miles included here but not included in the company's revenue car mileage are locomotive mileage 59,446 (24,769 × 2.40) less mileage made by dump cars hauled by electric locomotives, 1,952.

[14] Consists of $312,759.02 to the B. H. operating account, $39,805.08 to the Bridge Operating Co., $3,853.92 to the Williamsburgh Bridge line and $39.58 to B. H. suspense account.

[15] The excess of $18,206.16 over the $3,133,965.08 shown by the company represents amounts credited for consumption at shops, etc., and charged to shop expenses.

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BUSH TERMINAL RAILROAD COMPANY

orated January 17, 1903. The company is controlled by the Bush Terminal ugh ownership of stock acquired December 3, 1904.

ant changes during Year.— None.

Capital installed since December 31, 1908.— For improvement of rails, $285.54, to account rails, rail fastenings and joints.

Bought.— From the Edison Electric Illuminating Co., 155,620 kw.hrs. for from Brooklyn Heights R. R. Co., 198,800 kw.hrs. for $3,006.75. Total 354,420; total price $6,050.87, charged to operating expense.

CORPORATE DEFICIT

une 30, 1919	$396,548 35
lance transferred from income account	81,527 57
g freight revenue for prior years	17,944 43
g taxes for prior years	13,335 12
al	$509,355 47
s to surplus: Adjusting freight revenue for prior years	6,793 28
lcit June 30, 1920	$502,562 19

s.— President, Irving T. Bush; Vice-President, R. S. Simond; Secretary, R. ams; Assistant Secretary and Assistant Treasurer, M. L. Collin; Treaurer ditor, John A. Heinrich.

tors.— Irving T. Bush, R. S. Simonds, R. S. Williams, M. L. Collin, H. F. H. . L. Manchester, John A. Heinrich, W. L. Sturges, L. C. Kendell.

Business Office.— 100 Broad street, New York City.

rt verified by John A. Heinrich, Treasurer, October 8, 1920.

E CHRISTOPHER AND TENTH STREET RAILROAD COMPANY

LESSOR

ganized April 25, 1873. The New York Railways Company is the present opera- of the property under the lease of April 26, 1890.

ockholders and Members.— Total voting power of all members of the company, 0. The twenty principal stockholders, with the number of votes controlled by h, were as follows: Geo. F. Morgan, 231; Estate of Henry A. Barry, 220; Geo. Stetson, 200; G. Warrington Curtis, 197; Atherton Curtis, 181; Maud W. Bald- n, 156; Mabel W. Hatfield, 155; Wm. Rockefeller, 150; Sarah A. Stevens, 150; ry A. Selmes, 150; Timothy Page, 133; Lydia Page Monteagle, 132; Julia Pyle, ; Irving Brokaw, 125; O. L. Hassey, Annie S. Ingham, Glen Falls Insurance Co., tate of A. Scheftel, A. H. Tillinghast, and Union Trust Co., 100 each.

mportant Changes during Year.— None.

ixed Capital Changes during year.— None.

rporate Surplus.— Debit balance at beginning of year, $14,088.68; net corporate me for year, $52,000. Surplus, June 30, 1920, $37,911.32. This includes rental ac- d for one year and three months, but unpaid, $65,000, which was not included on balance sheet.

ficers.— President, Alfred Wagstaff; Vice-President and General Counsel, Tracy Harris; Secretary and Treasurer, H. N. Curtis.

irectors.—Alfred Wagstaff, F. B. Bleecker, Floyd R. Miller, Irving Brokaw, Henry Curtis, Russell E. Prentiss, Tracy H. Harris, William J. Worcester, Frank H. rsons, Henry J. Bristow, Henry C. Harnickell.

Main Business Office.— 545 East 14th street, New York City.

Report verified by H. N. Curtiss, Treasurer, September 29, 1920.

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THE CONEY ISLAND AND BROOKLYN RAILROAD COMPANY

LESSEE OF DE KALB AVENUE AND NORTH BEACH RAILROAD COMPANY

Incorporated December 10, 1860. The majority voting power in this company is held by the Coney Island and Gravesend Railway Company, through purchase of capital stock on January 15, 1914. The respondent is lessee of the De Kalb Avenue and North Beach Railroad Company, which it controls through ownership of entire capital stock.

On July 14, 1919, Lindley M. Garrison as Receiver began operation of the company's property.

Important Changes during Year.—Agreements were made as follows: July 29, 1919, with J. G. Brill Co., covering the purchase of 11 single truck safety cars, consideration $61,600; April 8, 1920, with the Brooklyn City R. R. Co., and Lindley M. Garrison, as Receiver of the Nassau Electric R. R. Co., for the operation of the Park Slope Line on Coney Island avenue from Avenue C to 15th street, to 9th avenue (Prospect Park West), to Flatbush avenue, to Fulton street, and thence back to Court street and Livingston street to Flatbush avenue; June 1, 1920, with M. L. Garrison, acting as Receiver for the Nassau Electric R. R. Co., Brooklyn Heights Railroad, and the Brooklyn, Queens Co. & Suburban Railroad Co., covering temporary arrangement to operate Bridge Local cars on the Williamsburg Bridge. Effective August 1, 1919, the charge of two cents each for transfers was authorized by the Public Service Commission. In March, 1920, the company acquired $16,000 United States 2nd Liberty Loan 4¼% bonds cost $14,393.20. Track mileage was decreased .128 miles, consisting of .027 siding removed on De Kalb avenue and .101 mile abandoned on River street from South 1st street to Grand street. For contract with the Post-Office Department see abstract of the Brooklyn City R. R. On July 14, 1919, Lindley M. Garrison as Receiver began operation of the company's property. No new powers or franchises were acquired.

Fixed Capital Installed since Dec. 31, 1908.—Additions within the year: Other street railway land, $13,750; ties, $15.40; rails fastenings and joints, $145.17; special work, $1.55; track laying and surfacing, $75.25; paving, $108.88; interlocking and other signal apparatus, $217.21; distribution system, $80.76; revenue cars, $1,013.26; electric equipment of cars, $38.82; total, $15,446.30.

Expenditures for Principal Projects.—Purchase property Center and Walker street, New York City, $13,750; installation additional metal fuse box, etc., on 259 cars, $953.67; minor projects under $500, $842.63; total, $15,446.30.

Detail of Property Retired during Year from Fixed Capital Dec. 31, 1908.—Removal of 158 feet 5 inches track construction and one-half R. H. crossover from Fulton and Water streets, $1,320.54; removal of two No. 2 iron trolley poles from Main and Front streets, $50; removal of 1 New Haven single register, $18; 9 Brill 22 E trucks, $1,233, and 2 Brill 21 E single trucks, $600. *Accounts Credited.*—Track and roadway construction, $1,320.54; electric line construction, $50; cars, $1,851; total, $3,221.54.

Equipment Retired during Year from "Fixed Capital," since Dec. 31, 1908.—None.

CORPORATE SURPLUS

Surplus, June 30, 1919		$597,360 50
Accrued dividend tax at June 30, 1919		1,776 48
Billed Brooklyn Edison Co. accruals prior to 7/1/19		72 82
Billed N. Y. Telephone Co. accruals prior to 7/1/19		8 30
Billed Flatbush Gas Co. accruals prior to 7/1/19		
Rental for prior period		616 67
Jury fees returned		90 00
Minor adjustments		2 70
		$599,927 47
Debit balance for year transferred from income	$45,971 29	
Amortization elsewhere unprovided for	1,123 71	
Employees liability reserve	355 00	

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The Coney Island and Brooklyn Railroad Company

CORPORATE SURPLUS — *Concluded*

Bad debts written off	143 99	
Other deductions from surplus	280 60	
		$47,874 59
Corporate surplus June 30, 1920		$552,052 88

Officers.— President, T. S. Williams; Vice-President, C. D. Meneely; Vice-President, J. J. Dempsey, resigned September 1, 1919; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; General Manager, W. S. Menden; Assistant General Manager, A. R. Piper; Chief Engineer, C. L. Crabbs; Superintendent, Wm. Siebert; Purchasing agent, L. Van Cott.

Directors.— Howard Abel, E. W. Clucas, C. W. Meneely, C. L. Woody; W. S. Benedict, F. D. Tuttle, J. H. Hallock, G. B. Gallagher, F. S. Williams, G. D. Yeomans, Wm. Siebert, J. H. Bennington, L. Van Cott.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer, September 24, 1920.

CONEY ISLAND AND GRAVESEND RAILWAY COMPANY

Incorporated March 22, 1893. The company exercises direct control over The Coney Island and Brooklyn Railroad Company, through stock ownership. Control over respondent was acquired by the Brooklyn Rapid Transit Company, March 15, 1907, through the purchase of stock, and on June 25, 1907, the entire issue of 3,500 shares had been acquired.

Important Changes during Year.— For new agreements with the Brooklyn Heights Railroad Co. see the abstract of that company's report. An order of the Public Service Commission dated July 17, 1919, modifying Order No. 1201, authorizing a charge of 2 cents for transfers, became effective August 1. No new powers or franchises were acquired.

Fixed Capital Changes during Year.— (For balance in each fixed capital at close of year, see Table XVIII).— Installed during year, additions: Paving, $108.89; distribution system, $1,243.80; revenue cars, $90.88; total, $1,443.57.

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1908.— Electric line construction. Removals of 13 trolley poles from West 6th street, $277.68.

Power Bought.— From L. M. Garrison, Receiver of Brooklyn Rapid Transit Co., 758,587 kw.hrs. (calculated on monthly car mileage) at the average price 1.5336 cents, $11,633.97, charged to expense.

CORPORATE DEFICIT

Debit balance for year transferred from income		$123,964 43
Loss on 14 poles removed		116 28
Interest on special franchise tax, 1919		15 37
Total debits		$124,096 08
Credit balance at beginning of year	$24,624 46	
Jury fees returned	21 00	
Adjustments to bills of prior years	31 12	
Total credits		24,676 58
Deficit, June 30, 1920		$99,419 50

Officers.— President, H. C. Du Val; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Purchasing Agent, L. Van Cott.

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Coney Island and Gravesend Railway Company

Directors.— T. S. Williams, H. C. Du Val, Howard Abel, G. D. Yeomans, N. F. Brady, F. S. Flower, W. S. Benedict, C. D. Meneely, J. H. Hallock.
Main Business Office.— 85 Clinton street, Brooklyn, N. Y.
Report verified by C. D. Meneely, Treasurer, September 24, 1920.

DE KALB AVENUE AND NORTH BEACH RAILROAD COMPANY

LESSOR

Incorporated June 24, 1897. The control of this company is held by the Coney Island Brooklyn Railroad Company through the ownership of its entire capital stock which was acquired March 19, 1910. It is also the lessee and operator of the property.

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $60.37; net income of year, $9.77. Surplus, June 30, 1920, $70.14.

Officers.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans.
Directors.— T. S. Williams, C. D. Meneely, G. D. Yeomans, W. S. Menden, J. H. Bennington, A. M. Williams, Wm. Siebert, Howard Abel.
Main Business Office.— 85 Clinton street, Brooklyn, N. Y.
Report verified by C. D. Meneely, Treasurer, September 24, 1920.

THE DRY DOCK, EAST BROADWAY AND BATTERY RAILROAD COMPANY

Incorporated December 8, 1863. Stock control is held by the Third Avenue Railway Company.

Important Changes during the Year.— U. S. Government bonds purchased: 4th 4¼'s, $4,500 at par. No new powers or franchises were acquired.

Decreases in track mileage as follows:

On Canal street, East Broadway to Bowery	0.019
On Beach street, West Broadway to Greenwich	0.028
On North Moore street, Washington street to West Broadway	0.031
On Walker street, West Broadway to Canal street	0.150
Total	0.228

Fixed Capital Changes during Year.— (For balance in each fixed capital account at close of year, see Table XVIII.) Paving, $210.23; general office building and fixtures, $9,854.39; total, $10,064.62. No retirements.

Expenditure for Principal Projects.— Building at Nos. 5–11 Corlears street altered to provide offices and recreation rooms, $9,854.39. Paving on Grand street from Centre street to Baxter street renewed in 2-foot strips by granite blocks on concrete, $210.23.

Property Retired during the Year from Fixed Capital, December 31, 1906.— None.

Power Bought, Sold or Exchanged.— See abstract Third Avenue Railway Co., Ibid.

CORPORATE DEFICIT

Debit balance at beginning of year	$491,779 85
Debit balance transferred from income	202,757 32
Adjustment of claim against Receiver of Second Avenue R. R. Co.	634 47
Total	$695,171 64
Less adjustment of special franchise tax for years 1910 to 1917	16,075 57
Deficit June 30, 1920	$679,096 07

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The Dry Dock, East Broadway and Battery Railroad Company

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinets; Assistant Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, J. W. Jenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witsel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. W. Shipman, L. F. Strauss.

Main Business Office.— 2396 Third avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

EIGHTH AVENUE RAILROAD COMPANY

Incorporated January 10, 1855. [On November 23, 1895, the property and franchise rights of the company were leased for 99 years from January 1, 1896, to the Metropolitan Street Railway Company, which latter company was succeeded January 1, 1912, by the New York Railways Company.]

The twenty principal stockholders as of January 5, 1920, and the number of votes to which they were entitled were: Anna W. Peter, 2,225; Estate of Anna F. Wright, 626; Estate of Sara Williams, 624; Alga Law, 611; Trustees M. P. C. Blossom, 508; George Henry Warren, 475; Mary L. Hays, 405; Mary J. Lasala, 385; Kate F. Hays, 337; Armistead Peter, Jr., 225; Ella H. Meyers, 217; F. Bianchi Tompkins, 219; U. S. Trust Co., Trustee, 163; Henry Block, 160; Trust Estate W. H. Tompkins, 148; Georgia W. Warren, 139; Alfred B. Maclay, 110; M. Bell Hazen, 109; Helen Herriman, 108; Henrietta Herriman, 108.

Important Changes during Year.— Pursuant to an order of the United States District Court dated July 15, 1919, the lease of the respondent's property to the Metropolitan Street Railway Company was cancelled and certain of its property was surrendered and turned over to the respondent by the Receiver of the New York Railways Co., at midnight, July 31—August 1, 1919.

On March 31, 1920, the respondent acquired a mortgage on the property at 315 West 50th street, amount $10,000 at 5½ per cent. It purchased its own certificates of indebtedness, $3,100. The company's property at 231–237 Hudson street and 6 and 8 Renwick street was mortgaged to the Red Diamond Realty Corporation for $25,000, at 5½ per cent, to secure a 3 year loan.

Owing to a severe storm the operation of the road was suspended from February 4 to March 18, 1920.

Fixed Capital Installed since December 31, 1908.— Additions during year: Other street railway land, $77,600.68; rails, rail fastenings and joints, $9,539.33; roadway tools, $7,932.78; general office buildings and fixtures, $5,750.61; stations, waiting rooms and miscellaneous buildings, $70.00; shop equipment, $13.15; revenue cars, $21,379.06; electric equipment of cars, $5,693.05; other rail equipment, $1,604.22; miscellaneous equipment, $16,103.57; miscellaneous construction expenditures, $153.55; total, $145,837.99.

Power Bought.— From the Interborough Rapid Transit Co., 1,231,199 kw.hrs., average price 2.283 cents per kw.hr., and 306,035 kw.hrs., average price 2.313 cents per kw.hr., total price, $35,133.53; from the Receiver New York Railways Co., 4,907,572 kw.hrs., average price 2.287 cents, and 1,286,647 kw.hrs., average price 2.313 cents; total, $144,061.71. Charged to expense, $179,250.24.

CORPORATE SURPLUS

Surplus July 31, 1919	$7,612 12
Interest on investments	4,816 54
Profit on sale of real estate, 315 West 50th street	14,500 00
Increase in value of equipment and tracks	3,456,465 68
Increase in value of land, 1908	1,341,773 87
Increase in value of land, since 1908	3,208 81
Total credits	$4,823,372 02

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Eighth Avenue Railroad Company

CORPORATE SURPLUS — *Concluded*

Debit balance for year transferred from income	$193,777 31	
Paid directors	900 00	
Interest on bills payable	2,135 83	
Interest on certificates of indebtedness	3,750 00	
Officers' salaries for July	350 00	
Total debits		$200,913 14
Surplus June 30, 1920		$4,632,458 88

Officers.— President, Joseph Tate; Vice-President, William H. Hays; Secretary and Treasurer, James G. Affleck; Assistant Secretary and Assistant Treasurer, William Affleck; Auditor, E. T. Baker; General Counsel, Michael Kirtland; Special Agent, Wm. G. Wheeler; General Manager and Chief Engineer, W. B. Yereance; Purchasing Agent, Ralph Newman.

Directors.— James Gelston Affleck, J. Gelston Affleck, Jr., William Affleck, William H. Hays, Michel Kirtland, Joseph J. O'Donohue, Jr., Armisted Peter, Jr., Joseph Tate, F. Bianchi Tompkins.

Main Business Office.— 1 Madison avenue, New York City.

Report verified by W. B. Yereance, General Manager, December 18, 1920.

FORT GEORGE AND ELEVENTH AVENUE RAILROAD COMPANY

LESSOR

Incorporated [on November 21, 1898, as a consolidation of three companies]. The entire capital stock of this company is owned by the New York Railways Co., which acquired it under agreement of December 29, 1911, and which operates the property.

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— None.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Assistant Secretary, H. C. Wigren; Treasurer and Assistant Secretary, J. H. Campbell; Auditor, F. Samuelson; General Attorney, Jas. L. Quackenbush.

Directors.— H. M. Fisher, E. F. J. Gaynor, Frank Hedley, George Keegan, W. Leon Pepperman, H. H. Vreeland, H. C. Wigren, Frederick T. Wood, D. W. Ross.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 28, 1920.

THE FORTY-SECOND STREET AND GRAND STREET FERRY RAILROAD COMPANY

LESSOR

Incorporated February 16, 1863. The New York Railways Company, through title to securities acquired December 30, 1911, in the reorganization of the Metropolitan Street Railway Co., has the right to exercise the major part of the voting power of the company, holding $399,400 out of $748,000 par value of the outstanding stock. It is also the operating company.

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $330,762.02; net corporate income of year, $134,549.10, surplus, June 30, 1920, $465,311.12.

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The Forty-second Street and Grand Street Ferry Railroad Company

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, F. Samuelson; General Attorney, Jas. L. Quackenbush.

Directors.— J. H. Campbell, Charles E. Dunlap, H. M. Fisher, Caleb F. Fox, E. F. J. Gaynor, W. Leon Pepperman, Freling H. Smith, H. H. Vreeland, Charles E. Warren.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 28, 1920.

THE FORTY-SECOND STREET, MANHATTANVILLE AND ST. NICHOLAS AVENUE RAILWAY COMPANY

Incorporated August 29, 1878. Stock control was obtained by Third Avenue Railroad Company in November, 1895, and under its plan of reorganization control passed to the Third Avenue Railway Company on January 1, 1912.

Important Changes during the Year.— Operation of cars over the track and franchises of the Third Avenue Bridge Co. was discontinued September 1, 1919, 12:01 a. m. U. S. Liberty bonds, 4th 4¼, were acquired; $18,000 at par. No new powers or franchises were acquired.

Decrease in track mileage as follows: On 110th street, from St. Nicholas avenue to Pleasant avenue, 1.082.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Ties	$80 00	.....	$1,230 00
Rails, rail fastenings and joints	923 25	.....	5,270 00
Paving	158 94	.....	.....
Transmission system	.....	.....	2,632 20
Revenue cars	3,579 25	.....	.....
Electric equipment of cars	5,080 38	.....	.....
Other rail equipment	66 86	.....	.....
Miscellaneous construction expenditures	.....	.....	176 40
	$9,888 68	.....	$9,308 60

Expenditures for Principal Projects

Installation of head regulators on 75 cars	$3,579 25
Improvements installed on Broadway, 59th to 65th streets	923 25
Installation of a gasoline-electric generator set	5,147 24

Detail of Property Retired during the Year from Fixed Capital, Dec. 31, 1908.— To write off the estimated original cost of tracks and pavement on 110th street, between First and Fifth avenues, which have been abandoned, $38,284.77. To write off the estimated original cost of the cable which has been removed from ducts on Broadway between 96th and 105th streets, $4,715.75. Accounts credited: Track and roadway construction, $38,284.77; electric line construction, $4,715.75.

Power Bought, Sold or Exchanged.— See abstract of Third Avenue Railway Co., ibid.

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The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company

CORPORATE SURPLUS

Credit balance June 30, 1919		$76,444 28
Reserve for doubtful accounts — amount collected		3,366 07
Total credits		$79,810 35
Debit balance transferred from income	$7,646 82	
Retirement of tracks and pavement on 110th street	30,737 75	
Adjustment of unpaid special franchise tax [1]	8,668 53	
Adjustment of claim of Receiver, Second Avenue R. R. Co.	5,283 43	
Amortization of Fort Lee Ferry franchise	1,628 78	
Materials supplied in 1915	189 10	
Total debits		54,154 41
Surplus, June 30, 1920		$25,655 94

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General Counsel, A. T. Davidson; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., E. A. Manice, J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. J. Strauss, A. S. Webb, A. R. Horr, J. M. Jarvis.

Main Business Office.— 2396 Third avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

HUDSON AND MANHATTAN RAILROAD COMPANY

Incorporated December 6, 1906, under the general railroad laws of New York and New Jersey.

Stock control of this company is held by the Hudson Companies which on June 30, 1920, was the holder of record of 251,712 shares of common and 23,076 shares of preferred stock. Voting control has been exercised by Felix Warburg, Charles Francis Adams, 2nd, and Albert H. Wiggin, as voting trustees under a voting trust agreement (applicable to common and preferred stock) for 5 years nominally expiring August 21, 1918.

Important Changes during Year.— The work of waterproofing the tunnels was continued. The mortgage on the company's property at 54 Dey street was reduced by a partial payment from $80,000 to $75,000. Car purchase agreements were discharged as follows: No. 1 (last installment paid March 1, 1919), $46,000; No. 2, $50,000; No. 3, $42,000. The interstate fare to and from points in New Jersey changed from 5 cents downtown and 7 cents uptown to 6 cents downtown and 10 cents uptown, effective April 19, 1920. The property of the Company was returned to it by the Federal Government March 1, 1920. Bonds held as investments in funds matured during the year and were paid as follows: Property amortization fund, N. Y. Central 5's $10,000 and Baltimore & Ohio 5's $5,000. Debt amortization fund, Baltimore & Ohio 5's, $15,000. The profit on these bonds, aggregating $412.50, was credited to the respective funds. U. S. Liberty bonds, $65,000, were sold at par to amortization funds and others bought at par to the amount of $2,650. No new powers or franchises were acquired.

Fixed Capital Installed since December 31, 1908.— Additions during year: Street railway land, other, $44,759.03; tunnels, $76,298.46; interlocking and other signal apparatus, $13,353.88; distribution system, $6,491.66; stations, waiting rooms and miscellaneous buildings, $586.30; furnaces, boilers and accessories, $26,934.94; substation equipment, $51,692.13; shop equipment, $2,102.00; total, $222,218.40.

[1] Consists of taxes for years 1909 to 1913, and 1915, $6,814.37; interest thereon, $1,854.16.

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Hudson and Manhattan Railroad Company

Expenditures for Principal Projects.— Signal equipment for speed controls, $12,-175.71; relining tunnels, $75,826.38; 3,000 kw. rotary converter, $51,692.13; automatic stokers, $3,427; 600-volt D. C. dis. cable, $6,491.66; ash conveyor, M. P. H., $16,330.30; purchase of land in Jersey City, $44,759.03; minor projects, $6,514.69. Total, $222,218.40.

Power Bought, Sold and Exchanged

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw. hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power purchased from					
Pennsylvania R. R. Co.	32,900	2.00	$678 00	.....	$678 00
Power sold to Erie R. R.					
Co., Erie station, J. C.	43,086	4.75	2,046 56	$2,046 56	.....
	21,907	4.75	1,040 59	1,040 59	.....
Power exchanged — balance:					
Pennsylvania R. R. Co.	90,150	2.00	1,803 00	.....	1,803 00
Pennsylvania R. R. Co.	43,750	2.00	875 00	.....	Cr. 875 00

Undistributed Income Earned on Adjustment Income Bonds

Credit balance at beginning of year		$64,919 95
Credit balance for year transferred from income		665,629 26
Income guaranteed by the U. S. Government for the four months ended June 30, 1920		22,547 69
Adjustment of expenses in period prior to January 1, 1918		4,221 28
Total credits		$757,318 18
Appropriation to reserve for operating contingencies	$688,000 00	
Bad debts reserve	1,000 00	
		689,000 00
Balance available for distribution June 30, 1920		$68,318 18

Officers.— President, Oren Root; Secretary, Assistant Treasurer and Claim Agent, R. B. Kay; Treasurer, J. S. O'Neale; Comptroller, F. H. Sillick; Chief Engineer, J. V. Davies; General Superintendent, C. S. Klumpp; General Purchasing Agent, H. W. Webber; Real Estate Agent, P. Compton Miller.

Directors.— L. L. Clark, W. C. Fisk, W. M. Barnum, J. J. Hanauer, A. J. Hemphill, W. G. Oakman, J. W. Platten, Oren Root, A. H. Wiggin, W. H. Williams.

Main Business Office.— 30 Church street, New York City.

Report verified by Fletcher H. Sillick, Comptroller, October 22, 1920.

INTERBOROUGH RAPID TRANSIT COMPANY

LESSEE

Incorporated May 6, 1902, under the laws of 1890 and 1892.

The Interborough Consolidated Corporation controls the respondent through the ownership of a majority of the capital stock.

Respondent operates the lines of the Manhattan (elevated) Railway Company under a lease expiring November 1, 2874. Respondent also operates the transit railroads (subways) built by the City of New York, under Contracts No. 1, 2 and 3, and related certificates, under leases each of which is for a term of forty-nine years from January 1, 1917, or date of completion of construction.

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Interborough Rapid Transit Company

Sole stock control is held by this company of the following corporations: New York & Queens County Railway Company, Rapid Transit Subway Construction Company and Subway Realty Company. Joint stock control of the Long Island Electric Railway Company and The New York & Long Island Traction Company is held by this company and the Long Island Consolidated Electrical Companies.

Important Changes during the Year.—The following section of subway routes, was put into operation: Pelham Bay Park line, from Whitlock avenue to East 177th street, on May 30, 1920; track mileage 6.13 and length of route 2.01 miles.

The company abandoned .05 miles of structures, tracks and turnouts at Morris street and also abandoned the crossovers at 53rd street and Sixth avenue (.04 miles), and at Bleecker street and Sixth avenue (.02 miles).

During the year there was deposited with the Trustee $499,370 in cash, which was used for the purchase and retirement of $493,000 par value three-year notes. Thereupon there was withdrawn from the collateral to the notes and used for sinking fund purposes, $611,000 par value of the first and refunding mortgage five per cent bonds.

The distribution of bonds issued and notes retired was as follows:

	Bonds issued	Notes retired
Contract No. 3, equipment	$328,453	$264,341
Manhattan third tracking	191,112	153,890
Elevated extensions	52,608	43,557
Manhattan power plant improvements	38,827	31,212
Total	$611,000	$493,000

Securities were purchased as follows: Rapid Transit Subway Construction Company, bond and mortgage, par, cost and book value, $2,000,000; Manhattan Railway second mortgage four per cent bonds, par value, $1,000, cost and book value, $601.25. Elevated extension real estate mortgage, par, cost and book value, $50,000: United States certificate of indebtedness, par, cost and book value, $298,000: Interborough Rapid Transit Company, first and refunding mortgage five per cent gold bonds, par value, $1,356,000, cost and book value, $779,007.50.

The mortgage on the Stebbins avenue property, amounting to $13,500 was cancelled and the following securities disposed of: United States Liberty bonds, par value $6,600, disposed of for $6,595.93, United States certificates of indebtedness, par value $1,000 and disposed of for same.

Property at No. 2471 Westchester avenue, New York City, was purchased on September 25, 1919, at a cost of $7,758.91, to be used as a site for sub-station No. 48.

Frank Hedley, Vice-President and General Manager, was elected President and General Manager, October 21, 1919, to succeed Theodore P. Shonts, deceased September 21, 1919.

Fixed Capital Installed since December 31, 1918

(Exclusive of Expenditures under Contract No. 3 and the Allied Certificates.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR: Additions and betterments	INSTALLED DURING YEAR: Renewals and replacements	Retired or withdrawn during year (deducted)
Street railway land	.....	.....	$251,969 73
Distribution system	$67,378 27	.....	.....
Stations, waiting rooms and misc. buildings	5,709 14	.....	.....
Furnaces, boilers and accessories	Cr. 505 00	.....	.....
Sub-station equipment	4,528 51	.....	.....
Revenue cars	273 47	.....	.....
Electric equipment of cars	1,108 13	.....	.....
Total	$78,492 52	.....	$251,969 73

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Interborough Rapid Transit Company

Fixed Capital Installed since December 31, 1906 — Concluded

(Expenditures under Contract No. 3 and the Allied Certificates.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR: Additions and betterments	INSTALLED DURING YEAR: Renewals and replacements	Retired or withdrawn during year (deducted)
Intangible street railway capital	$79,093 68	.....	.....
Right of way	154,462 95	.....	.....
Street railway land	9,883 59	.....	.....
Grading	1,275 00	.....	.....
Ballast	15 79	.....	.....
Ties	14,669 39	.....	.....
Rails, rail fastenings and joints	17,116 81	.....	.....
Special work	9,715 43	.....	.....
Track laying and surfacing	38,175 25	.....	.....
Roadway tools	1,999 71	.....	.....
Tunnels	648,275 85	.....	.....
Elevated structures and foundations	293,908 37	.....	.....
Interlocking and other signal apparatus	624,295 85	.....	.....
Telephone and telegraph lines	31,082 19	.....	.....
Underground conduits	22,740 93	.....	.....
Transmission system	233,717 64	.....	.....
Distribution system	888,230 89	.....	.....
Power plant buildings	60,819 56	.....	.....
Sub-station buildings	105,100 10	.....	.....
Shops and car-houses	18,678 59	.....	.....
Stations, waiting rooms and misc. buildings	144,597 44	.....	.....
Furnaces, boilers and accessories	124,628 15	.....	.....
Steam engines	271,274 04	.....	.....
Power plant electric equipment	294,540 33	.....	.....
Miscellaneous power plant equipment	7,770 70	.....	.....
Sub-station equipment	560,677 65	.....	.....
Shop equipment	52,478 44	.....	.....
Revenue cars	40,657 56	.....	.....
Electric equipment of cars	5,360 73	.....	.....
Other rail equipment	2,879 08	.....	.....
Miscellaneous equipment	2,395 74	.....	.....
Engineering and superintendence	374,652 72	.....	.....
Law expenditures during construction	18,403 00	.....	.....
Injuries during construction	23,938 64	.....	.....
Interest during construction	1,424,353 71	.....	.....
Miscellaneous construction expenditures	Cr. 1,271,279 55	.....	.....
Total	$5,330,585 95	.....	.....

Betterments on Leasehold Properties.— Manhattan Railway Company balance June 30, 1919, $222,617.18; installed during year, $5,230.34; amount paid by lessor during the year, $123,289.96; balance June 30, 1920, $104,557.56.

Description of Principal Projects

Exclusive of expenditures on Contract No. 3 and Allied certificates:

Van Cortlandt Park terminal property	Cr. $251,969 73
Sub-station equipment	4,528 51
Remote circuit breakers at end of all underground feeders	52,722 31
Movable subway station platforms	6,066 28
Six hundred feet safety zones between sub-stations	14,648 81
Alterations to revenue cars	1,381 60

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Interborough Rapid Transit Company

Description of Principal Projects — Concluded

Expenditures under Contract No. 3 and Allied Certificates:

Contract No. 3:	
Contribution to construction	$1,237,497 88
Equipment	2,422,010 74
Third tracking:	
Plant and structures	443,045 18
Equipment	48,530 08
Elevated extensions:	
Plant and structures	796,983 58
Equipment	43,689 42
Manhattan power plant:	
Improvements	301,541 62
Additions to company lines:	
Plant and structures	Cr. 6,335 12
Equipment	40,643 96
Additions to Contract No. 3:	
Construction	2,978 61

Equipment Retired during the Year.— Power plant equipment consisting of 1 superheater, 2 economizers, 2 switchboard A. C. line panels, 2 switchboard D. C. rotary panels, 16 switchboard feeder panels and 31 other switchboard panels removed. Three motor car bodies, cost, $17,746.98; amount of salvage, $2,413.45; insurance, $10,592.27; amount charged to depreciation reserve, $4,735.26; one closed trailer, cost, $3,960.82; amount of salvage, Cr. $26.30; insurance, $3,987.12. Total credit to Manhattan Railway Equipment Reserve, $21,707.80.

Power Bought, Sold or Exchanged

NAME OF COMPANY	Total number of kw.hrs. delivered	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
	MANHATTEN RAILWAY DIVISION			
Sold				
Receiver of New York Railways Co.	59,018,586	[7] $672,848 30	$672,848 30	.....
New York Edison Co.	931,000	[7] 11,764 00	11,764 00	.....
Pennsylvania R. R. Co.	423,600	[7] 8,472 00	8,472 00	.....
New York Central R. R. Co.	8,100	[6], [7] 162 00	162 00	.....
Receiver of Second Ave. R. R. Co.	2,554,020	[7] 56,900 85	56,900 85	.....
Eighth Avenue R. R. Co.	1,537,666	[7] 35,241 58	35,241 58	.....
Ninth Avenue R. R. Co.	966,389	[7] 22,184 62	22,184 62	.....
Total	[1] 65,439,361	$807,573 35	$807,573 35	.....
Exchanged				
Received from subway division	111,289,598	$581,658 53	.....	$581,658 53
Sent to subway division	244,821,074	1,279,564 93	.....	Cr. 1,279,564 93
Sent to subway division (net)	133,531,476	$697,906 40	.....	Cr. $697,906 40
Purchased				
New York Central R. R. Co.	2,150	[2] $90 90	.....	$90 90
United Electric Light & Power Co.	846	59 22	.....	[5] 59 22
New York Edison Co.	411,000	4,110 00	.....	4,110 00
New York Central R. R. Co.	.....	Cr. [4] 1 54	.....	.....
Total	[3] 413,996	$4,258 58	.....	$4,260 12

[1] Consists of 58,736,281 kw.hrs. A. C. power, 6,703,080 kw.hrs. D. C. power.
[2] Includes charge of $26.40, adjustments made during the year.
[3] Consists of 412,472 kw.hrs. A. C. power, and 1,524 kw.hrs. D. C. power.
[4] This item covers adjustments during the year and credited to capital.
[5] Debited to shop expenses.
[6] Minimum rate as per contract, $2,000 per annum for 100,000 kw.hrs.
[7] Debited to accounts receivable.

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Interborough Rapid Transit Company

Power Bought, Sold or Exchanged — Concluded

NAME OF COMPANY	Total number of kw.hrs. delivered	Total amount	Amount credited to revenue	Total amount debited or (Cr.) credited to expense
Sold		SUBWAY DIVISION		
New York & Queens Co. R. R. Co.	19,851,452	[11] $148,885 89	$148,885 89	.....
Receiver of New York Railways Co.	32,298,515	[11] 363,203 59	363,203 59	.....
New York Consolidated R. R. Co.	[8] 54,534,496	[11] 678,829 90	678,829 90	.....
New York Central R. R. Co.	7,060	[6], [11] 1,838 00	1,838 00	.....
New York Edison Co.	544,100	[11] 10,882 00	10,882 00	.....
Receiver of N. Y. Municipal R. R. Co.	1,084	[11] 20 00	20 00	.....
Long Island R. R. Co.	100	[11] 4 00	4 00	.....
Other than public utilities	43,558	1,091 31	1,091 31	.....
Capital account	[9] 24,930	340 75	340 75	.....
Suspense	79,210	1,033 36	1,033 36	.....
Total	[10] 107,384,505	$1,206,128 80	$1,206,128 80	.....

For Power exchanged, see Elevated Division, ante.

Purchased				
United Electric Light & Power Co.	[12]	$13,400 40	.....	$13,400 40
New York Edison Co.	[13]	4,269 06	.....	4,269 06
Long Island R. R. Co.	12,450	498 00	.....	498 00
New York Edison Co.	5,873	[14], [15] 433 23	.....	.....
Nassau Electric R. R. Co.	16,936	[15] 338 72	.....	.....
Union Railway Co.	38,200	[15], [16] 787 03	.....	.....
Brooklyn Edison Co.	11,341	[16], [15] 631 88	.....	.....
Brooklyn City R. R. Co.	38,451	[16] 769 02	.....	.....
Brooklyn, Queens and Suburban R. R. Co.	10	[15] 20	.....	.....
Adjustments	.....	Cr. [16] 165 32	.....	.....
Total	[17] 123,261	$20,962 22	.....	$18,167 46

CORPORATE SURPLUS

Surplus, June 30, 1919	[18] $10,152,092 53
Profit on real estate sold during the year	79,156 64
Proportion of rental of equipment of substation No. 12 applicable to period prior to January 1, 1919	3,609 30
Adjustment on sale of supplies	836 84

[6] Minimum rate, as per contract, $2,000 per annum for 100,000 kw.hrs.
[8] Includes 190,380 kw.hrs. furnished during the months of January to June 1919, inclusive, being an adjustment not made until October 1919 and not included in 1919 report.
[9] Exclusive of 26,650 kw.hrs. reported by the motive power department as a charge to capital account but which was subsequently determined to be an operating charge.
[10] Consists of 56,591,137 kw.hrs. A. C. power, and 50,793,368 kw.hrs. D. C. power.
[11] Debited to accounts receivable.
[12] Minimum charge as per contract, $13,183.56, adjustments during year, $216.84.
[13] Minimum charge as per contract, $36.24, adjustments during year, $645.06.
[14] Includes debit adjustment of $22.12 made during the year.
[15] Includes debit adjustment of $440.83 made during the year.
[16] Includes credit adjustment of $275.40 made during the year.
[17] Comprises 17,214 kw.hrs. A. C. power and 106,047 kw.hrs. D. C. power.
[18] Charged to Capital.
[19] Exclusive of deficit accruals under the provisions of Contract No. 3 and the related certificates.

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Interborough Rapid Transit Company

CORPORATE SURPLUS — *Concluded*

Difference between cost and amount received from city for installing additional ladders through existing fan chambers Contract No. 2.		$645 47
Miscellaneous		34 70
Total		$10,236,375 48
Deductions from surplus:		
Deficit for the year transferred from the income account	$2,235,835 69	
Loss on real estate sold during the year	888,347 34	
Obsolete supplies	8,575 03	
Loss account of fire at Dyckman street tower, July 7, 1917	8,142 87	
Loss account of dismantling Highbridge yard	1,616 62	
Loss on Liberty bonds sold to Guaranty Trust Co.	715 37	
Miscellaneous	41 85	
Total deductions		$3,143,274 77
Surplus, June 30, 1920		[19] $7,093,100 71

Officers.— President and General Manager, Frank Hedley; Vice-President, (vacant); Assistant to President, W. Leon Pepperman; Secretary and Assistant Treasurer, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, E. F. J. Gaynor; General Counsel and General Attorney, James L. Quackenbush; Claim Agent, Thomas Gerehart; Chief Engineer, George V. Pegram.

Directors.— August Belmont, Morgan Belmont, Edward J. Berwind, Mortimer N. Buckner, Thomas De Witt Cuyler, H. M. Fisher, Frank Hedley, Alexander J. Hemphill, W. Leon Pepperman, F. de C. Sullivan, Guy E. Tripp, Cornelius Vanderbilt, Harvey D. Gibson, two vacancies.

Main Business Office.— 165 Broadway, New York City.

Report verified by Frank Hedley, President and General Manager, September 30, 1920.

KINGSBRIDGE RAILWAY COMPANY

LESSOR

Incorporated January 25, 1898. The control of this company is held by the Third Avenue Railway Company, which acquired a majority of its capital stock January 1, 1912, and which also operates the property.

Important Changes during Year.— None.

Fixed Capital Installed since December 31, 1908: Additions during year.— Rails, rail fastenings and joints, $56.03; special work, $101.82; underground construction, $2,573.15; track laying and surfacing, $2,890.13; paving, $2,781.96; underground conduits, $108.89; distribution system, $37.78; engineering and superintendence, $120; total, $8,669.76.

Corporate Surplus.— None, since income is not accrued — the proposed lease not having been approved by the Public Service Commission.

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Frans.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

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[19] Exclusive of deficit accruals under the provisions of Contract No. 3 and the related certificates.

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LONG ISLAND ELECTRIC RAILWAY COMPANY

ncorporated March 5, 1894. [On January 19, 1916, the stock of this company was quired by the Interborough Rapid Transit Company and the Long Island Con-idated Electrical Companies (a subsidiary of the Long Island R. R. Co.) in bstantially equal portions.[1]]

mportant Changes during Year.— On December 15, 1919, a through rate of 15 cents Far Rockaway and a 10 cent rate from City Line, Brooklyn to Belmont Park ame effective. No new powers or franchises were acquired.

ixed Capital Installed since Dec. 31, 1908.— Poles and fixtures, $1,442.10. (For bal-e in each fixed capital account at close of year, see Table XVIII.)

Power Bought and Sold

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw.hrs. (cents)	Total price	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power purchased					
g Island R. R. Co.....	A.C. 2,954,900	[2]1.50	$46,096 44	.....	$46,096 44
g Island R. R. Co....	D.C. 1,609,300	2.50	40,232 50	.....	40,232 50
w York & L. I. Traction Co.....	D.C. 51,250	2.50	1,281 25	.....	1,281 25
Total.....	4,615,450	—	$87,610 19	.....	$87,6 0 19
Power sold					
ew York & L. I. Traction Co.....	D.C. 2,004,240	2.50	$50,106 00	$2,172 70	Cr. $47,933 30
New York & Queens Co. Ry. Co.....	D.C. 8,340	2.50	208 50	41 70	Cr. 166 80
Total net.....	2,602 870	—	$37,295 69	$2,214 40	$39,510 09

Corporate Deficit.— Debit balance at beginning of year, $135,486.71; debit balance for year transferred from income, $38,845.47. Deficit June 30, 1920, $174,332.18.

Officers.— President, C. L. Addison; Vice-President and General Manager, W. O. Wood; Secretary and Treasurer, F. E. Haff; Auditor, Wm. Hartz; Counsel, J. L. Quackenbush.

Directors.— C. L. Addison, August Belmont, E. J. Berwind, A. J. County, Ralph Peters, G. D. Dixon, Frank Hedley, H. H. Vreeland, W. O. Wood.

Main Business Office.— 7 Borden avenue, Long Island City, N. Y.

Report verified by W. O. Wood, Vice-President, September 29, 1920.

MANHATTAN AND QUEENS TRACTION CORPORATION

Incorporated November 2, 1912. Frank J. Petura holds subscription rights to 192 shares of stock while W. W. Lowe, F. H. Adler, H. B. Weaver, A. C. Hume, L. G. Coleman, R. F. Carbutt, C. B. Wedum, and W. B. S. Winans hold subscription rights to one share each.

Important Changes during Year.— No new powers or franchises were acquired.

Fixed Capital Changes during Year.— (For balance in each fixed capital account at close of year see Table XVIII)— Additions to owned lines: General office buildings and fixtures, calculating machine, $75; Revenue cars, emergency valves, $459.64; Miscellaneous equipment, Gasoline truck, $1,846.78; welder, service tanks, etc., $323.17; total, $2,704.59. Betterment on leasehold property (covered by limited-term franchise acquired from City of New York, October 29, 1912). Rails, rail fastenings and joints, haul of rails, $427.70; Injuries during construction, credit for adjustment of insurance, $881.55.

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[1] See Documentary History, Annual Report, 1913, vol. V, pages 593–603 and chart 3.
[2] Plus 4 per cent line loss.

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Manhattan and Queens Traction Corporation

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw.hr. (cents)	Total Amount debited or (Cr.) credited to expense
Power Bought			
Long Island R. R. Co., D. C.	(1)	(1)	$500 04
New York & Queens Electric L. & P. Co., D. C.	[2] 2,593,560	1.915	49,669 66
Total			$50,169 70
Power Exchanged			
Brooklyn, Queens County & Suburban R. R. Co.	N. R.	N. R.	$728 58
N. Y. & Queens County Ry. Co.	N. R.	N. R.	7 04
N. Y. & Queens County Ry. Co.	N. R.	N. R.	Cr. 11 00
Total			$724 62

CORPORATE DEFICIT

Debit balance at beginning of year	$276,387 57
Debit balance for year transferred from income	103,553 49
Adjustment of inventory March 1, 1920	15,143 44
Estimated cost of electric line wagon less proceeds from sale of chassis and salvage	3,458 66
Christmas gratuities	288 15
	$398,831 31
Less adjustment of insurance prior to June 30, 1919	982 73
Deficit, June 30, 1920	$397,848 58

Officers.— President, W. H. Lowe; First Vice-President, H. B. Weaver; Second Vice-President, R. F. Carbutt; Secretary and Treasurer, Lindley G. Coleman; Assistant Secretary, Auditor and Assistant Treasurer, F. H. Adler; General Counsel, Frueauff, Robinson & Sloan; Claim Agent, H. Schomber; General Manager, B. Waller Duncan; Superintendent of Transportation, W. M. Tillotson.

Directors.— W. H. Lowe, Robert F. Carbutt, Harold B. Weaver, Arthur C. Hume, F. H. Adler, Andrew Kiefer, Chas. B. Wedum, Frank J. Petura, Lindley G. Coleman.

Receivers.— Arthur C. Hume and William R. Begg.

Main Business Office.— Queens, Plaza Court, Long Island City, N. Y.

Report verified by B. Waller Duncan, General Manager for Receivers, December 29, 1920.

MANHATTAN BRIDGE THREE-CENT LINE

Incorporated December 30, 1909. Control of the company was held by three trustees under a 5-year voting trust terminating November 1, 1920. The principal stockholders, with the number of votes to which they were entitled, were: A. D. Baird, F. W. Rowe and E. T. Horwill, voting trustees, 2,281; M. Dean, 110; E. A. Ames, 100; M. Samuel & Sons, Inc., 100; estate of E. B. Tuttle, 100; estate of H. Roth, 100; A. L. J. Smith, 80; J. H. Hurley, 70; estate of J. H. Browning, 60; Dudley Clarke, 60; James Sweeney, 60; J. C. Breckenridge, 55; C. R. Tilley, 50; Chas. J. Edwards, 50; Charles Jacobs, 50; Charles Samuel, 50; A. V. Woodruff, 50; W. C. Bolton, 40; R. H. Tiebout, 38.

Important Changes during Year.— None.

[1] Minimum charge per month, $41.67.
[2] Current measured at Jamaica and Long Island City.

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Manhattan Bridge Three-Cent Line

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

Fixed Capital installed since December 31, 1908

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Street railway land, other	$1,000 00	.....	.....
Ties	525 00	$105 00	$105 00
Rails, rail fastenings and joints	.....	53 92	.....
Special work	2,541 22	3,326 90	4,221 90
Track laying and surfacing	4,554 63	1,603 37	1,603 37
Telephone and telegraph lines	65 91	576 03	576 03
Poles and fixtures	.....	.....	27 22
Underground conduits	1,697 60	.....	.....
Distribution system	736 09	300 58	300 58
Shop equipment	114 74	15 00	15 00
Revenue cars	9,227 68	.....	.....
Electric equipment of cars	4,238 01	.....	.....
Total	$24,700 88	$5,980 80	$6,849 10

Expenditures for Principal Projects.— Replacement of three d. t. crossings, $12,-381.12; two passenger cars with electric equipment (estimated cost $22,500), $12,114.38.

Power Bought and Sold.— From Brooklyn Edison Co., D. C. current, 1,863,800 kw.hrs. at the average price of 1.286 cents per kw.hr. $26,279.61, less discount, etc., $2,319.58, net charge to expense, $23,960.03. Sold to Brooklyn & North River R. R. Co., 106,884 kw.hr. at the average price of 1.247 cents per kw.hr., $1,377.46, credited to expense. Rent of rotary converter, $100 per month, $1,200 charged to power purchased less $77.04 charged to the Brooklyn & North River R. R. Co.

CORPORATE SURPLUS

Surplus, June 30, 1919	$12,385 84
Credit balance for year transferred from income	23,804 94
Total credits	$36,190 78
Dividends declared (5 per cent on $450,000 of stock)	22,500 00
Surplus, June 30, 1920	$13,690 78

Officers.— President, Frederick W. Rowe; First Vice-President, Frederick D. MacKay; Second Vice-President, Chas. J. Edwards; Secretary, Walter Hammitt; Treasurer, Edward T. Horwill; Auditor, J. Lee Nicholson & Co.; General Counsel, Latson & Tamblyn; General Superintendent, Arthur Porter.

Directors.—Andrew D. Baird, John C. Brackenridge, Walter Hammitt, Edward T. Horwill, Charles J. Edwards, Simon J. Harding, Stanley P. Jadwin, William F. Neu, C. C. Tompkins, Thomas P. Peters, Frederick W. Rowe, Frank H. Tyler, Russell S. Walker, Frederick D. MacKay, George W. Rasch.

Main Business Office.— 333 Gold street, Brooklyn, N. Y.

Report verified by Edward T. Horwill, Treasurer, September 27, 1920.

MANHATTAN RAILWAY COMPANY

LESSOR

Incorporated [December 29], 1875. Leased to the Interborough Rapid Transit Company for a 999-year term expiring November 1, 2874.

Stockholders and Members.— Total voting power of all members of the respondent, 599,999. Twenty principal stockholders, with their voting powers, were as follows: Estate of Jay Gould, 81,301; Henry I. Cammann, 22,890; General Education Board.

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Manhattan Railway Company

14,514; Bertram Cutler, 11,410; University of Chicago, 11,000; J. M. Amory & Son, 10,000; Rockefeller Foundation, 9,900; Harry P. Fish, 9,342; Whitehouse & Co., 8,310; C. W. MacQuoid & Co., 6,886; Rockefeller Institute, 6,656; Bessemer Investment Co., 6,630; Robert W. Gumble, 5,900; John Gilchrist and Louis M. Bailey, 5,500 each; Frank J. Irving, 5,000; Adolph Miller, 4,130; D. T. Moore & Co., 2,650; Estate of Horatio N. Slater, 2,400; Jacob H. Schiff, 2,100.

Important Changes during Year.— Miscellaneous investments were reduced by the payment of a mortgage, $325,000 and U. S. Certificates of Indebtedness, $25,000, and increased by the transfer of $665.34 to the Amortization fund; total net reduction, $349,334.66.

Fixed Capital Changes during Year.— (For balance in each fixed capital account at close of year, see Table XVIII.— Installed during year, account of legal expenses and damages to property, $10,523.42; charged to other street railway capital. Substation equipment, $353.60. A credit of $1,553.37 to shop and car houses represented an adjustment of a charge in a prior year.

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1908.— Motor passenger cars, trailer passenger cars and motor and trailer service cars, $32,784.17, credited to equipment. See abstract of the Interborough Rapid Transit Company.

CORPORATE SURPLUS

Credit balance at beginning of year	$7,628,766 48
Net corporate income	4,221,909 61
Total credits	$11,850,676 09
Less dividends of 7 per cent on $60,000,000 consolidated capital stock	4,200,000 00
Surplus, June 30, 1920	$7,650,676 09

Officers.— President, Alfred Skitt; Assistant Secretary and Assistant Treasurer, P. V. Trainque; Auditor, Boyce, Hughes & Farrell; General Counsel, Murray, Prentice & Howland.

Directors.— George J. Gould, Alfred Skitt, E. T. Jeffrey, S. J. Murphy, W. A. Day, J J. Slocum, J. D. Greene, A. W. Krech, H. G. Phipps, J. H. McClement, D. H. Taylor, E. L. Ballard, Frederick Strauss.

Main Business Office.— 165 Broadway, New York City

Report verified by Alfred Skitt, President, September 29, 1920.

THE MARINE RAILWAY COMPANY

Incorporated February 27, 1878. The control of the company is held by Manhattan Beach Park, Inc., which acquired a majority of the capital stock May 30, 1918.

Important Changes during Year.— None.

Power Bought.— From Edison Electric Co., $2,922.44, charged to expense.

Corporate Deficit.— Debit balance at beginning of year, $83,279.31; debit balance for year transferred from income, $891.40, less obligation of Manhattan Beach Estate under agreement of July 1, 1917, $891.40; deficit June 30, 1920, $83,279.31.

Officers.— President, Joseph P. Day; Vice-President, Frederick Cook; Secretary, William L. Sayers; Treasurer, H. S. Sayers; Assistant Treasurer, T. C. Horton; General Superintendent, Austin T. Wright.

Directors.— Frederick Cook, M. Armstrong, Joseph P. Day, H. S. Sayers, T. C. Horton, W. L. Sayers.

Main Business Office.— 67 Liberty street, New York, N. Y.

Report verified by William L. Sayers, Secretary, October 13, 1920.

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MID-CROSSTOWN RAILWAY COMPANY, INC.

orated February 14, 1912. The company is controlled by the Third Avenue Company, which acquired all of its capital stock on April 17, 1914.

ant Changes during the Year.— Operation of cars on all routes was discon-ugust 9, 1919, at 12:01 a. m. No new powers or franchises were acquired. lleage decreased on 28th and 29th streets by 0.061.

Capital Changes during Year.— None.

te Deficit.— Debit balance June 30, 1919, $187,754.12; debit balance trans-om income, $4,444.11. Total deficit June 30, 1920, $192,198.23.

— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treas-Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transporta-B. Thompson; General Purchasing Agent, C. Witzel.

rs.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Plat-. Roosevelt, J. H. Seaman, A. S. Webb.

usiness Office.— 4396 Third avenue, New York, N. Y.

verified by A. D. Sage, Treasurer, September 30, 1920.

THE NASSAU ELECTRIC RAILROAD COMPANY

orated March 13, 1893.

control of this company is held by the Brooklyn Rapid Transit Co. through rchase, on February 15, 1899, of a majority of the preferred and common

ortant Changes during Year.— Lindley M. Garrison was appointed Receiver is company, effective July 14, 1919. Investments were increased by the pur-of $16,000 of U. S. 2nd Liberty Loan 4¼% bonds, and also by $1,000 in miscel-us U. S. Liberty Loan bonds acquired through deposit in escrow of such bonds he Surf Avenue Building Co., Inc. Receivers' certificates were issued Novem-, 1919, to the amount of $225,000. Agreements or contracts were made as fol-: With J. G. Brill Co., covering 73 single-truck safety cars, July 29, 1919. With y Island and Gravesend Ry. Co., October 16, 1919, to lease to that company ient cars for its operation. With Brooklyn City R. R. Co., October 19, 1919, sg to that company 13 trailer cars.

leases were cancelled as follows: November 1, 1919, the lease of 10 cars to Coney Island and Gravesend R. R. Co. dated July 1, 1914, and the lease of rs to the Brooklyn, Queens County and Suburban R. R. Co., dated September 8.

contract with the Post Office Department see abstract of the Brooklyn City oad Co.

other agreements and order authorizing a charge of two cents for transfers, he abstract of the Brooklyn Heights R. R. Co.

new powers or franchises were acquired.

Fixed Capital Changes during Year

r balance in each fixed capital account at close of year, see Table XVIII.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
of way	$8,425 47	.....	.....
street railway land	13,770 19	.....	.....
.....	7,117 02	.....	$29 73
rail fastenings and joints	25,516 29	.....	6 80
l work	3,684 65	.....	817 24
laying and surfacing	24,701 96	.....	322 08

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The Nassau Electric Railroad Company

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Paving	$21,514 19	.....	$52 80
Roadway tools	119 23	.....	60
Poles and fixtures	1,924 59	.....	.....
Distribution system	1,609 45	.....	112 35
Shops and car-houses	2,238 95	.....	.....
Revenue cars	118,236 09	.....	.....
Electric equipment of cars	24,148 38	.....	.....
Total	$253,006 56	.....	$1,341 60

Expenditures for Principal Projects.— Purchase of property, Centre and Walker streets, Borough of Manhattan, $13,750; assessment, year 1919, for regulating, paving, grading, etc., Fifth avenue, section 18, lot 17, block 6051, $8,167.41; improvements, construction of d. t. trolley line on New Utrecht avenue, between 39th and 81st streets, $38,400.54; preparation of cars for multiple unit operation, $29,262.03; construction of vestibules on cars, including prepayment fare provisions, $107,955.38; installing improved rails, etc., on Rogers avenue, between Empire boulevard and Flatbush avenue, $39,501.40.

Detail of Property Retired during Year from Fixed Capital, December 31, 1903, and Accounts Credited

Track and Roadway Construction:		
Removal double track skew from New Utrecht avenue and private R/W	$4,035 90	
Removal of 81′ rail construction from Fulton Ferry at Water street	370 49	
		$4,406 39
Electric Line Construction:		
Removal of poles from West End Line — New Utrecht avenue, 41st street to 86th street	$2,998 12	
Removal of 716 lbs., 500,000 C. M. cable, Broadway, between Havemeyer and Roebling streets	117 47	
Removal of one No. 2 trolley pole from front of 84 to 92 Front street	20 00	
Removal of feeder wire, between Coney Island substation and West End Line	3,241 15	
		6,376 74
Buildings and Fixtures:		
Removal of two water meters from West End Terminal	$495 80	
		495 80
Cars:		
Removal of five Dupont single trucks	$1,500 00	
		1,500 00
Cost of Road and Equipment:		
Removal of miscellaneous piping and sundry connections to engines, generators, etc., engineering, etc., Third Avenue Power Station	$209,514 38	
		209,514 38
Total		$222,293 31

Power Bought.— From the Receivers of the Brooklyn Rapid Transit Co. 54,042,952 Kw.hrs. (calculated on monthly car mileage), at an average of 1.58 cents per kw., $854,250.89, charged to expense.

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The Nassau Electric Railroad Company

CORPORATE DEFICIT

alance transferred from income		$748,656 44
ation elsewhere unprovided for: Loss on d. t. skew crossing d from New Utrecht avenue, $2,020.04; on water meters re- W. E. Terminal, $153.92; on 5 Dupont single trucks demol- $833; on poles removed, W. E. Line, New Utrecht avenue, ; on copper-feed wire removed, $332.69; on minor items, $80.17.		4,937 19
ated to Employers' Liability Reserve		336 73
ts written off		8,646 30
ductions from surplus		148 23
al debits		$762,724 89
alance at beginning of year	$127,726 07	
accrued prior to receivership: From Brooklyn Co., Inc., $295.97; from N. Y. Telephone Co. and h Gas Co., $12.78; jury fees returned, $303; ad- nts, $10.08	621 83	
al credits		128,347 90
June 30, 1920		$634,376 99

s.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; esident, J. J. Dempsey; Secretary, J. H. Bennington; Assistant Secretary, Potts; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; al Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; General Manager, . Menden; Assistant General Manager, A. R. Piper; Chief Engineer, C. L. ns; Superintendent, W. S. Siebert; Purchasing Agent, L. Van Cott.

rectors.— T. S. Williams, N. F. Brady, G. D. Yeomans, C. D. Meneely, F. D. le, F. S. Flower, J. H. Hallock, Wm. Siebert, W. S. Benedict.

in Business Office.— 85 Clinton street, Brooklyn, N. Y.

port verified by C. D. Meneely, Treasurer, September 29, 1920.

THE NEW YORK AND CONEY ISLAND RAILROAD COMPANY

LESSOR

corporated February 5, 1879.

ock control of this company was acquired July 5, 1912, by the South Brooklyn way Co. which owns 820 shares, under-operates the property under lease to pect Park and Coney Island Railroad Co.

portant Changes during Year.— None.

ed Capital Changes during Year.— None.

rporate Surplus.— Credit balance at beginning of year, $6,809.17; net corporate me for year, $10,198.82. Surplus, June 30, 1920, $17,007.99.

lcers.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; etary, J. H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, . Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans.

rectors.— T. S. Williams, C. D. Meneely, G. D. Yeomans, C. L. Woody, A. M. iams, J. H. Bennington.

in Business Office.— 85 Columbia street, Brooklyn, N. Y.

port verified by C. D. Meneely, Treasurer, September 24, 1920.

NEW YORK AND HARLEM RAILROAD COMPANY

orporated pursuant to a special act April 25, 1831, and amendments. The any is controlled by the New York Central Railroad Company, which operates team railroad portion of the property.

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New York and Harlem Railroad Company

Important Changes during Year.— On January 31, 1920, the "City Line" was returned to the company by order of the United States District Court and has been operated by it since that date. [For description of the road, see 1917 abstract.]

Agreements as subsequently revised were made as follows: January 31, 1920, with J. E. Hedges, as Receiver of the New York Railways Co., for the purchase of power from the latter at 9.194 cents per car mile for the Fourth and Madison Avenue Line and 7.126 cents per car mile for the 86th Street Line; for the use of respondent's ducts by the latter at 1.5 cents per duct foot; for the use of one of the tracks on Park Row from Centre street to Broadway and Ann street, terminals and car house properties, question of rental undetermined, but in the event of dispute to be submitted to the United States District Court, for the exchange of transfers at Fourth avenue and 14th, 23rd and 34th streets, and for the removal of snow by the latter, the respondent to pay its portion of the cost on the basis of ownership: January 31, 1920, with both the Second Avenue Railroad Company and the Third Avenue Railroad Company for the purchase of power from them at cost on car mileage basis; February 1, 1920, with the New York Car Advertising Company for one year, covering use of advertising space in cars, consideration, $20,000; March 15, 1920, with C. E. Chalmers, Receiver, Second Avenue Railroad Co., for use of shop and office space on latter's property on East 96th street near Second avenue, consideration, $3,000 per month.

No additional rights or franchises were acquired.

Fixed Capital Installed since December 31, 1908.— Installed during year: Tunnels, $733.36; general office buildings and fixtures, $4,559.82; shop equipment, $19,323.89; miscellaneous equipment, $6,816.60. Total, $31,433.67. None retired.

Expenditures for Principal Projects

Miscellaneous track and roadway tools, including blacksmith shop equipment	$733 36
Desks, chairs, typewriters, calculating machines, coin-counting machines and general equipment for office	4,559 82
Six 6-ton, two 2-ton and three ½-ton hoist	2,563 00
Two blowers, three forges	419 40
One 5-h.p., two 15-h.p. and one 20-h.p. motors	1,555 00
One gear lathe, one Rockford drill	1,398 00
One 300-ton wheel press	3,000 00
One 36-inch radial drill	1,855 00
Miscellaneous shop equipment	7,051 31
Six minor projects, each less than $500	1,482 18
Miscellaneous equipment	6,816 60
Total	$31,433 67

Detail of Property Retired during Year from Fixed Capital, December 31, 1908.— None.

Power Bought, Sold or Exchanged.— Bought: from Second Ave. R. R. Co. 7.042 kw.hrs. at 10¢, total price $.70; from Second Ave. R. R. Co. 10.06 kw.hrs. at 7.126¢, total price $.72; from Third Ave. Ry. Co. 13,132 kw.hrs. at 2.284¢, total price $299.95; from New York Railways Co. 5,009,672 kw.hrs. at 2.281¢, total price $114,276.85. Total amount debited to expense $114,578.22.

CORPORATE SURPLUS

Surplus June 30, 1920	$1,375,766 33
Credit balance for year transferred from income	813,540 42
Total credits	$2,189,306 75
Dividends declared, 5% semi-annually on preferred and common stock	1,000,000 00
Corporate surplus June 30, 1920	$1,189,306 75

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New York and Harlem Railroad Company

.— President, Alfred H. Smith; First Vice-President, Albert H. Harris; r, Edw. F. Stephenson; Assistant Secretary, Joseph M. O'Mahoney; Treas- lton S. Barger; Assistant Treasurer, Harry G. Snelling; Assistant Treas- gar Freeman; Comptroller, W. C. Wishart; Assistant Comptroller, Leroy r; Assistant Comptroller, Frederick H. Meeder; General Manager, J. F. ; Chief Engineer, C. F. Cadle; General Purchasing Agent, P. J. Honold; ndent of Transportation, Sigmund Sachs.

rs.— Frederick W. Vanderbilt, Chauncey M. Depew, Harold S. Vanderbilt, anderbilt, Jr., Walter P. Bliss, Wm. Rockefeller, Robert S. Lovett, George J. Pierpont Morgan, Ogden Mills, Alfred H. Smith, Albert H. Harris.

siness Office.— Grand Central Terminal, New York City.

verified by A. H. Smith, President, November 1, 1920.

NEW YORK AND LONG ISLAND TRACTION COMPANY

rated February 27, 1899, under the New York State Railroad Law. [Joint trol of this company was acquired on June 19, 1905, by the Interborough ansit Company and the Long Island Consolidated Electrical Companies, ary of the Long Island Railroad Company.][1]

nt Changes during Year.— None.

Capital Installed since December 31, 1908.— Poles and fixtures: Two iron talled, $113.79.

alance in each fixed capital account at close of year, see Table XVIII.)

Bought and Sold.— Purchased: From Long Island Electrical Ry. Co., D. C., kw.hrs. at 2½ cents, $50,106; from Long Island R. R. Co., D. C., 2,492,834 . at 1¾ cents, $43,624.63; total, $93,730.63, charged to operating expenses. To Long Island Electric Ry. Co., D. C., 51,250 kw.hrs. at 2½ cents, $1,281.25, of $384.39 credited to revenue and $896.86 to expense; Great South Bay Ferry D. C., 14,100 kw.hrs. at 6 cents, $846, whereof $564 credited to revenue and $282 pense.

porate Surplus and Deficit.— Credit balance at beginning of year, $76,404.04; t balance for year transferred from income, $101,663.68; deficit June 30, 1920, 59.64.

ccrs.— President, C. L. Addison; Vice-President and General Manager, W. O. l; Secretary and Treasurer, Frank E. Haff; Auditor, Wm. Hartz; Counsel, . Quackenbush.

rectors.— C. L. Addison, August Belmont, E. J. Berwind, A. J. County, h Peters, G. D. Dixon, Frank Hedley, H. H. Vreeland, W. O. Wood.

in Business Office.— 7 Borden avenue, Long Island City, N. Y.

port verified by W. O. Wood, General Manager, September 29, 1920.

THE NEW YORK AND NORTH SHORE TRACTION COMPANY

orporated August 6, 1902. February 6, 1920, the principal stockholders of company, with the number of votes to which each was entitled, were as ws: Geo. A. Stanley, 2,354; W. C. Scofield, 1,170; John J. Stanley, 649; T. S. with, 624; Fanny T. King, 624; Roy A. Rainey, 546; Louis D. Beaumont, P. Palmer and Geo. F. Scofield, 390 each; Cleveland Trust Co. and David C. e, 312 each; Chas. H. Stanley, 260; John N. Lanker, 234; Elizabeth S. Sweeney, John S. Sweeney, 187; A. S. Chisholm, Geo. W. Crile, W. G. Pollock, W. A. and Fanny S. Seabrook, 156 each.

portant Changes during Year.— Rates of fare were increased as follows: On st 29, 1919, in New York City, 5 cents to 6 and upwards to 11 cents; on April 20, in Nassau county, 5 cents to 7 cents, 10 cents to 14 cents, 6 cents to 8 cents, nts to 16 cents and 20 cents to 28 cents. Operation was suspended on the entire May 3, 1920, and May 8 foreclosure proceedings were instituted by the trustee he bondholders.

new powers or franchises were acquired.

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om documents on file with the Commission.

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The New York and North Shore Traction Company

Fixed Capital Installed since December 31, 1908.— Additions as follows: Rails, rail fastenings and joints, $56.02; roadway tools, $21.32; furnaces, boilers and accessories, $28.00; power plant and electric equipment, $54.00. Total, $159.34.

Detail of Property Retired during Year from Fixed Capital December 31, 1908.— One trolley wire on the Port Washington division was sold and the first payment of $500 was credited on the account Electric line construction.

Power Bought.— From the New York and Queens Electric Light and Power Company, 1,563 kw.hrs. at 5.6 cents per kw.hr., $85.84, charged to expense.

Corporate Deficit.— Debit balance at beginning of year, $64,699.86; debit balance for year transferred from income, $69,779.04; credit to Suspense (12 monthly charges of $242.89 under order of P. S. C. in Case No. 1398), $2,914.68; special franchise tax for year 1919, $3,585.81; total deficit, June 30, 1920, $140,979.39.

Officers.— President, George A. Stanley; Vice-President, Elmer G. Story; Secretary and General Manager, John G. Moran; Assistant Secretary, George P. Allen; Treasurer, George F. Scofield; Auditor and Assistant Treasurer, John G. Moran; General Counsel, Frueauff, Robinson & Sloan; Superintendent, Harry Tappen.

Directors.— George A. Stanley, George F. Scofield, Elmer G. Story, John G. Moran, Joseph H. Bogart, Charles S. Colden, George P. Allen, Jules P. Kunz, Watson B. Robinson.

Main Business Office.— Roslyn, Nassau Co., New York.

Report verified by John G. Moran, General Manager, November 3, 1920.

NEW YORK AND QUEENS COUNTY RAILWAY COMPANY

Incorporated June 5, 1902. The Interborough Rapid Transit Co. acquired control of this company on December 29, 1908, through the purchase of a majority of its capital stock.

Important Changes during Year.— None.

Fixed Capital Installed since December 31, 1908.— Additions and betterments: Rails, rail fastenings and joints, $1,932.86; track laying and surfacing, $403.24; roadway tools, $1,950.00; revenue cars, $558.39; total, $4,844.49. Retired during year: Special work, $1,741.56; paving, $14,634.33; total, $16,375.89.

Detail of Property Retired during Year from Fixed Capital, December 31, 1908, and Accounts Credited.— Track and roadway construction: Two cross-overs written off, $2,025. Cars: Six steel J. G. Brill cars which began service in 1908 were sold in June, 1920, for $34,200. Credit to capital, $51,260.34. Charge to Accrued amortization of capital, $10,236.20; to Surplus, $6,824.14.

Power Bought, Sold, Exchanged or Transferred

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw.hr. (cents)	Total price	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power Bought:					
Interborough R. T. Co., A. C.	19,851,452	.75	$148,885 89	.....	$148,885 89
Long Island R. R. Co., D. C.	30,220	4.00	1,208 80	.....	1,208 80
Long Island Electric, D. C..	8,340	2.50	208 50	.....	208 50
Penna. Tunnel & Ter. R. R..	74,000	2.00	1,480 00	.....	1,480 00
	19,964,012		$151,783 19	.....	$151,783 19
Power Sold:					
Long Island R. R. Co., D. C.	3,500	2.00	$70 00	$70 00	.....
Long Island R. R. Co., D. C.	35	2.00	70	.....	(Cr.) $0 70
Penna. Tunnel & Ter. R. R..	1,522,765	2.00	30,455 30	19,034 55	(Cr.) 11,420 75
	1,526,300		$30,526 00	$19,104 55	(Cr.) $11,421 45
Net	18,437,712		$121,257 19	$19,104 55	$140,361 74

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New York and Queens County Railway Company

CORPORATE DEFICIT

Debit balance at beginning of year	$3,452,129 61
Debit balance transferred from income	473,715 22
Bad debts written off	68 76
Property retired: 2 cross-overs, $950.11; 6 cars sold, $6,824.14; expenses on sale of 6 cars, $459.79; turnout on Peartree avenue, $1,201.29	9,435 33
Deficit, June 30, 1920	$3,935,348 92

Officers.— President and General Manager, W. O. Wood; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer and Assistant Secretary, J. H. Campbell; Assistant Treasurer, H. M. Fisher; Auditor, E. F. J. Gaynor; General Counsel, James L. Quackenbush.

Directors.— August Belmont, Edward J. Berwind, Chas. E. Dunlap, Frank Hedley, Leon Pepperman, Cornelius Vanderbilt, H. H. Vreeland, W. O. Wood.

Main Business Office.— 7 Borden aenue, Long Island City, N. Y.

Report verified by W. O. Wood, President, September 29, 1920.

NEW YORK CITY INTERBOROUGH RAILWAY COMPANY

Incorporated March 21, 1902. The Third Avenue Railway Co. on June 28, 1912, acquired the majority of the company's capital stock.

Important Changes during Year.— U. S. Liberty bonds, 4th 4¼s were bought at $7,500. No new powers or franchises were acquired. Increases in track mileage as follows:

Elton ave. between 161st st. and 163d st.	[1] 0.236	
163d st. between Elton ave. and Stebbins ave.	[1] 1.294	
Stebbins ave. between 163d st. N. and 163d st. S.	[1] 0.092	
163d st. between curves at Stebbins ave. and So. Boulevard	[1] 0.760	
Hunts Point ave. between So. Boulevard and Hunts Point	1.521	
		3.903

Increases in track mileage as follows:

E. 177th st. between Devoe ave. and Ludlow ave.	0.030	
E. 189th st. between Beaumont ave. and So. Boulevard	0.034	
Boston Road between West Farms Road and 179th st.	0.022	
		.086
Net increase		3.817

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
...g	$2,677 50	.....	.....
...rail fastenings and joints	2,545 60	.....	.....
...work	12 00	.....	.....
...nd fixtures	.....	.....	$1,200 00
...tion system	18,486 78	.....	.....
...cars	3,237 20	.....	.....
...equipment of cars	127 47	.....	.....
	3,269 78	.....	.....
	3,115 50	.....	.....
	$33,471 83	.....	$1,200 00

...rred from Union Railway Co.

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New York City Interborough Railway Company

Expenditures for Principal Projects.—

On E. 177th st. from E. Tremont to Rosedale ave.	$20,897 84
On Southern Boulevard from 182d st. to 189th st.	5,514 71
Alteration of 14 cars each to be controlled by one man	5,619 51

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1908.— To write off the estimated original cost of the double track overhead trolley removed from 189th st. between Third ave and Southern Boulevard, $3,092; to write off estimated original cost of one R. H. surface crossover removed from 163d st. at Intervale ave., $1,300. Total, $4,392, credited to the cost of road built by contract.

Power Bought

NAME OF COMPANY	Total number of kw. hrs. delivered	Average price per kw. hr. (cents)	Amount debited to expense
Third Ave. Ry. Co., A. C.	5,415	1.35	$73 44
Third Ave. Ry. Co., D. C.	320,660	1.58	5,072 25
Union Ry. Co. of N. Y. City, D. C.	4,851,411	1.58	77,021 51
Yonkers R R. Co., D. C.	271,311	1.63	4,425 62
Total	5,448,797		$86,592 82

CORPORATE DEFICIT

Debit balance, June 30, 1919	$695,368 40
Debit balance transferred from income	136,280 73
Bad debts written off	550 82
To write off cross-overs and overhead, electric line removed	727 40
Deficit, June 30, 1920	$832,927 35

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinets; Assistant Auditor, W. Farrington; General Counsel, A. F. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. N. Seaman, L. F. Straus, E. A. Maurice.

Main Business Office.— 2396 Third Avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

NEW YORK CONSOLIDATED RAILROAD COMPANY

LESSEE OF NEW YORK MUNICIPAL RAILWAY CORPORATION (GRANTEE UNDER RAPID TRANSIT RAILROAD CONTRACT No. 4)

Incorporated November 30, 1912. This company controls through ownership of its entire capital stock the New York Municipal Railway Corporation and leases from it the property constructed under Contract No. 4. Stock control over respondent is held by Brooklyn Rapid Transit Company through ownership of 179,654 shares deposited with Central Trust Company, trustee, and 2513 shares held directly.

*Important Changes during Year.—*Extensions of road put into operation: Broadway subway. Times Square to 57th street station; operation begun July 10, 1919, 3.130 miles; 57th st. station to Lexington avenue station; operation begun Sept. 1, 1919, 2.247 miles; northerly track at Lexington avenue station, 60th street line; operation begun Oct. 30, 1919, 0.10 miles. Culver line, from Avenue X to point of switch of Brighton line at Coney Island; operation begun May 1, 1920, 2.2 miles.

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New York Consolidated Railroad Company

New York Consolidated R. R. Co. under the agreement of consolidation issued es of its common stock in exchange for an equal number of shares of the com- tock of the Brooklyn Union Elevated R. R. Co. Bonds were acquired as fol- or employers' liability reserve: U. S. 2d Liberty Loan, 4¼s, par value, U. S. certificate of indebtedness, $1,740,000. The mortgage investment, A. & hman, $4,000, was retired Oct. 1, 1919. Under order issued Aug. 1, 1919, by ulius M. Mayer, and the approval of the Public Service Commission in Case 5, Joint 2-year, 6 per cent Receiver's certificates of the New York Municipal and the New York Consolidated R. R. Co. to the amount of $13,000,000 were 95. Date of issue, August 1, 1919.

nents were made as follows: With the South Brooklyn Ry. Co. Oct. 10, the lease of four parcels of land owned by that company — the periods of ses being from 3 to 21 years. With The Brooklyn City R. R. Co., Oct. 31, ative to the exchange of transfers with the subway at Fourth ave. and 86th h the New York Telephone Co., Dec. 19, 1919, for the installation of public nes in subway stations. The fare to Coney Island was reduced to 5 cents, e May 1, 1920. No new powers or franchises were acquired.

Fixed Capital Changes during Year

lled during year, under addition and betterments to other street railway he filling and grading of a 110 ft. strip on Ocean Parkway, $917.12.

ts *of Property Retired during Year from Fixed Capital, Dec. 31, 1908, and nts Credited.*— Miscellaneous equipment: Removal from Newtown Dock of stiff-leg derricks installed in 1898, $5,000. Cost of road and equipment: 63d t dock property requisitioned by the U. S. Government, $364,700.

Power Bought, Sold, Exchanged or Transferred

NAME OF COMPANY	Total number of kw.hrs.	Price per kw. hr. (cents)	Total price	Amount debited to expense
. M. G., Rec. B. R. T. Co.....	[1] 195,406,974	1.604	$3,133,965 08	$3,133,965 08
nterboro Rapid Transit Co., A. C. delivered and measured at Canal st. sub-station	3,890,659	0.7	27,234 62	27,234 62
nterboro Rapid Transit Co., D. C. delivered and measured at I. R. T. sub-station No. 12.....	50,644,604	[2] 0.825	417,818 00	417,818 00
nterboro Rapid Transit Co., adj. a/c cost of coal, A. C.....	.....	.....	8,242 10	8,242 10
nterboro Rapid Transit Co., adj. a/c cost of coal, D. C.....	.....	.....	106,679 40	106,679 40
nterboro Rapid Transit Co., adj. a/c load conditions, A. C.....	.....	.....	1,870 73	1,870 73
nterboro Rapid Transit Co., adj. a/c load conditions, D. C.....	.....	.....	85,010 28	85,010 28
nterboro Rapid Transit Co. Reserve set aside for adjustment a/c coal, A. C.....	2,240,146	0.75	16,801 10	16,801 10
nterboro Rapid Transit Co. Reserve set aside for adjustment a/c coal, D. C.....	32,413,207	0.525	170,169 34	170,169 34
Y. & Queens Elec. Lt. & Power Co.	2,709	([3])	251 05	251 05
ew York Edison Company.....	1,124	([3])	15 32	15 32
Total	284,599,423	1.394	$3,968,057 02	$3,968,057 02

Calculated on monthly car mileage.
.09 + 2¢ per day service charge.
.012975 + 5% a/c B. R. T. Co. making payment.

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New York Consolidated Railroad Company

CORPORATE SURPLUS		Amount
Surplus, June 30, 1919		$1,298,239 75
Distribution of balance of U. S. Government award (63d street property)		1,028,740 03
Adjustment of excess tax accruals — land 1917		331 39
Adjustment of excess tax — land improvements 1917		525 30
Adjustment of unearned rentals at December 31, 1919		2,641 67
Miscellaneous		463 47
Total		$2,330,941 61
Debit balance for year transferred from income	$1,076,710 34	
Amortization elsewhere unprovided for, loss on sale of derricks, etc.	1,500 00	
Bad debts written off	2,534 65	
Appropriation to employ liability reserve	2,890 38	
Trustee's fee for disbursement of interest	1,683 64	
Adjustment of Brooklyn Edison Co., rentals	543 25	
Expense in connection with sale of 63d street property	1,450 80	
Adjustment of bills to N. Y. Telephone Co.	741 14	
Miscellaneous	236 80	
Total deductions		1,088,291 00
Surplus, June 30, 1920		$1,242,650 61

Officers.— President, J. H. Hallock; Vice-President and Treasurer, C. D. Meneely; Vice-President, J. J. Dempsey; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; General Manager, W. S. Menden; Assistant General Manager, A. R. Piper; Purchasing Agent, L. Van Cott; Receiver, L. M. Garrison; Chief Engineer of Way and Structures, C. L. Crabbs; Superintendent of Transportation, J. F. Egan.

Directors.— T. S. Williams, C. D. Meneely, G. D. Yeomans, W. S. Menden, N. F. Brady, J. H. Hallock, G. W. Chauncey, H. C. Du Val, F. S. Flower, C. A. Boody, G. B. Gallagher, W. S. Benedict, J. J. Dempsey.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer for L. M. Garrison, Receiver, September 27, 1920.

NEW YORK MUNICIPAL RAILWAY CORPORATION

LESSOR

Incorporated September 27, 1912. The entire capital stock of this company is held by the lessee, the New York Consolidated Railroad Company [and the capital stock of the latter is in turn almost entirely owned by the Brooklyn Rapid Transit Company.]

Important Changes during Year.— United States Certificates of Indebtedness, 4½%, par value, $950,000, were acquired in August, 1919. They matured in December, and in January, 1920, the company reinvested in 4¾% certificates. A real estate mortgage for $6,600 was acquired, November 29, 1919. August 1, 1919, Receiver's certificates were issued jointly with the New York Consolidated maturing in 2 years with interest at 6 per cent, par value,[1] $13,000,000. On October 10, 1919, the South Brooklyn Ry Co. leased four parcels to the New York Municipal Ry. Corp., the New York Consolidated R. R. Co. and the City of New York for various terms from 3 to 21 years.

For the extensions of the road put into operation see abstract of the New York Consolidated Railroad Company, ibid.

No new powers or franchises were acquired.

[1] The 5 per cent discount on this issue, $650,000, is written off as follows: $390,000 was charged to construction under the contract, and 1/24 of $260,000 is charged off monthly to the lessee company.

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New York Municipal Railway Corporation

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	INSTALLED DURING YEAR[1] — RAPID TRANSIT ELEVATED LINES: Elevated extensions	Reconstruction and additional tracks	Unallocated expenditures	City owned lines Contract No. 4 Additions
Patent rights	.....	$22 10	.....	.....
Debt discount	.....	.....	$390,000 00	.....
Debt expense	.....	.....	6,293 65	.....
Right of way	$25,970 45	17,214 27	.....	$1 15
Other street railway land	.....	Cr. 20,574 31	.....	Cr. 5,655 02
Grading	.....	113,073 71	.....	.....
Ballast	.....	4,400 67	.....	Cr. 720 51
Ties	.....	29,927 28	.....	883 40
Rails, rail fastenings and joints	359 19	36,619 57	.....	2,400 89
Special work	.....	33,667 36	.....	1,023 43
Track laying and surfacing	96 88	40,804 59	.....	7,448 38
Tunnels	.....	.....	.....	70,099 38
Elevated structures and foundations	419 08	Cr. 97,580 84	.....	.....
Bridges, trestles and culverts	.....	7,596 71	.....	.....
Crossings, fences and signs	.....	332 94	.....	288 09
Interlocking and other signal apparatus	Cr. 210 20	281,106 13	.....	336,744 78
Telephone and telegraph lines	519 86	1,738 26	.....	69,616 42
Poles and fixtures	.....	Cr. 1,283 45	.....	.....
Underground conduits	.....	43,451 45	.....	62,344 54
Transmission system	.....	12,861 98	.....	32,198 89
Distribution system	2,357 88	95,059 65	.....	457,622 09
Substation buildings	360 40	6,013 00	.....	1,658 36
General office buildings and fixtures	.....	Cr. 52 52	.....	.....
Shops and car-houses	.....	133,229 30	.....	.....
Stations, waiting rooms and misc. buildings	24,510 97	257,400 19	.....	145,736 53
Power plant electric equipment	.....	Cr. 116 46	.....	.....
Sub-station equipment	2,953 92	4,794 73	.....	7,325 37
Shop equipment	.....	3,040 36	.....	.....
Revenue cars	.....	18,613 63	.....	1,741,210 34
Electric equipment of cars	.....	Cr. 367 94	.....	770,609 31
Other rail equipment	.....	16 57	.....	7,845 61
Engineering and superintendence	.....	40,805 03	83,119 64	6,384 41
Law expenditures during construction	.....	.....	23,954 50	.....
Materials and supplies	.....	.....	Cr. 126,306 44	.....
Injuries during construction	.....	1,223 06	.....	Cr. 1,839 51
Interest during construction	.....	.....	1,636,603 02	.....
Miscellaneous construction expenditures	Cr. 1,350 82	17,623 79	141,467 60	206,006 77
Total	$55,987 61	$1,080,660 81	$2,155,131 97	$3,969,233 10

[1] No withdrawals.

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New York Municipal Railway Corporation

Expenditures for Principal Projects (by groups):

(A) New Subway line — Broadway–Fourth avenue line, $3,929,849.37; 14th street Eastern line, $78,060.82; Culver line, $31,522.91. Total, $3,969,233.10.

(B) Reconstruction of existing lines — Brighton Beach from Church avenue to Malbone street [Empire boulevard], $28,527.20; Sea Beach, $5,715.90; Coney Island Terminal, $261,596.53; yards, shops and terminals, $334,412; equipment, $8,620.15; miscellaneous, $41,462.69; Fulton street, Cr. $7,082.70; Brighton Beach (general), $119,807.81; Canarsie, $6,857.15. Total, $799,916.73.

(C) Additional Tracks. Fulton street, $29,090.29; Broadway, $22,992.02; Myrtle avenue, $12,771.51; East New York, $215,890.26. Total, $280,744.08.

(D) Elevated Extensions. Liberty avenue, $2,136.80; Jamaica avenue, $53,850.81. Total, $55,987.61.

Total expenditures on leased lines as above, $5,105,881.52; in addition there were unallocated expenditures during the year, $2,155,131.97. Grand total of capital invested during year, $7,261,013.49.

Corporate Surplus.— Credit balance at beginning of year, $59,531.28; net corporate income for year, $50,954.62; deductions from surplus, $39,076.58; Surplus, June 30, 1920, $71,409.32.

Officers.— President, T. S. Williams; Vice-Presidents, C. D. Meneely and J. H. Harding; Assistant Secretary, H. R. Potts; Treasurer, C. D. Meneely; Assistant Treasurer, F. S. Richards; Auditor and Comptroller, Howard Abel; General Counsel, G. D. Yeomans; General Purchasing Agent, L. Van Cott.

For manager appointed by the Receiver L. M. Garrison, see abstract of the lessee company.

Directors — J. Horace Harding, W. G. Oakman, T. S. Williams, C. A. Boody, J. C. Brady, C. D. Burdick, G. W. Davison, N. F Brady, G. B. Gallagher, C. D. Meneely, Colgate Hoyt.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer, for Lindley M. Garrison, Receiver, September 24, 1920.

NEW YORK RAILWAYS COMPANY

Incorporated December 29, 1911, under sections 9 and 10 of the Stock Corporation Law, as a reorganization of the Metropolitan Street Railway Company. The New York Railways Company holds the properties of the following-named companies under leases or operating agreements:

Bleecker Street and Fulton Ferry Railroad Company.
Broadway and Seventh Avenue Railroad Company.
Christopher and Tenth Streets Railroad Company (agreement).
For George and Eleventh Avenue Railroad Company (agreement).
Forty-Second Street and Grand Street Ferry Railroad Company.
Sixth Avenue Railroad Company.
Thirty-fourth Street Crosstown Railway Company (agreement).
Twenty-third Street Railway Company.

The respondent holds direct control of these companies through ownership of a majority of their capital stocks, except for the Christopher and Tenth Streets and the Sixth Avenue companies. It also has a one-half interest, represented by 500 shares of stock, in the Bridge Operating Company.

Stock control of this company is held by the Interborough Consolidated Corporation which acquired the majority of its shares June 1, 1915.

Important Changes during Year.— By the terms of the following-named orders of the U. S. District Court the Receiver ceased to operate certain leased lines — returning them to their owners:

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New York Railways Company

Order of July 14, 1919, effective midnight July 31, trackage of the Eighth Avenue R. R. Co. as follows:

On	From	To	Feet
Underground electric:			
West Broadway [1, 4]	Barclay street	Canal street	2,948.75
Canal street [1]	Broadway	Varick street	1,704.58
Canal street	Varick street	Hudson street	1,172
Hudson street	Canal street	Eighth avenue	9,575.42
Eighth avenue	Hudson street	Harlem river	79,880.52
Church street [1, 4]	Vesey street	Barclay street	132
McCombs lane	Eighth avenue	155th street	3,087.42
Eighth avenue	In front of car house at	50th street	200
Storage, electric:			
Church street [1]	Barclay street	Chambers street	396.75
Chambers street [1, 4]	Church street	West Broadway	222.10
Total — tracks in public ways — feet			99,319.54
	Miles		18,811

Order of September 26, 1919, effective midnight September 30, trackage of the Ninth Avenue Railroad Company, as follows:

Underground electric:			
Greenwich street [2]	C. L. Fulton street	C. L. Beach street	1,579
Greenwich street	C. L. Beach street	C. L. Ninth avenue	6,900
Washington street [3]	C. L. Fulton street	C. L. No. Moore street	1,408.75
Washington street [5]	C. L. No. Moore street	C. L. Gansevoort street	7,048
Gansevoort street	C. L. Washington street	C. L. Ninth avenue	426
Ninth avenue	C. L. Gansevoort street	C. L. Greenwich street	28.81
Ninth avenue	C. L. Greenwich street	C. L. 53d street	21,638.42
Columbus avenue	C. L. 53d street	C. L. Broadway	6,217.42
Broadway	C. L. Columbus avenue	C. L. Amsterdam avenue	3,843
Amsterdam avenue	C. L. Broadway	S. H. L. 126th street	29,386.42
Fulton street [4]	C. L. Church street	C. L. Greenwich street	501.50
Canal street	Greenwich street	Washington street	274
53d street [4]	C. L. Seventh avenue	C. L. Ninth avenue	3,600
Ninth avenue	In front of car house at 54th street		193
Total — tracks in public ways — feet			83,044.32
	Miles		15,728

Order of January 31, 1920, effective midnight of January 31, trackage of the New York and Harlem R. R. Co., as follows:

On	From	To	Feet
Underground electric:			
Park row	Broadway and Ann st.	Brooklyn bridge	2,219.75
Centre street	Brooklyn bridge	C. L. Grand street	6,481.84
Grand street	C. L. Centre street	C. L. Bowery	1,139
Bowery	C. L. Grand street	C. L. Broome street	402.75
Centre street	C. L. Grand street	C. L. Broome street	454
Broome street	C. L. Centre street	C. L. Bowery	1,018.50
Bowery [6]	C. L. Broome street	C. L. Fourth avenue	6,118.82
Fourth ave. and Park ave.	C. L. Bowery	C. L. 42d street	19,946.59

[1] Joint Ownership with The Sixth Avenue Railroad Co.
[2] Joint Ownership with Dry Dock, East Broadway & Battery Railroad Company.
[4] Operated over full lengths shown.
[5] Washington Street — Christopher Street to West 10th Street only 159 feet.
[6] Bowery — Spring Street to Delancey Street only 222 feet.

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New York Railways Company

On	From	To	Feet
Underground Electric:			
42d street	C. L. Park avenue	C. L. Madison avenue	1,020
Madison avenue	C. L. 42d street	C. L. 135th street	49,650.40
Madison avenue [3]	C. L. 135th street	Madison avenue bridge	620
86th street	C. L. Madison avenue	C. L. Second avenue	4,546.42
34th street [4]	C. L. Lexington avenue	C. L. Second avenue	2,502.50
34th street [4]	C. L. Second avenue	East river	2,232.84
Astor place	Connecting with	Second avenue track	350
Park row	Within Third avenue	Railroad company loop	84
Fourth avenue	In front of car house at 33d street		142.50
Total — tracks in public ways — feet			98,929.91
	Miles		18,736

Note.— Following track sections still operated by receiver, New York Railways Company:

Other track changes — owned or operated over:

Decreases: On	From	To	Total single track, feet
Underground electric:			
Belt Line Ry. Corp.:			
Greenwich street	North of Fulton street	Vesey st. and W. B'way	122.50
Greenwich street	West track, Fulton street	Dey street	203.50
Dey street	Greenwich street	Washington street	195.00
Total			521.00
Dry Dock, East Broadway & Battery Railroad Co.:			
Washington street	Fulton street	Cortlandt street	490
Cortlandt street	Washington street	West street	440
Cortlandt street	Greenwich street	Washington street	255
Greenwich street	Cortlandt street	Fulton street	483
Greenwich street	Fulton street	Beach street	1,579
Washington street	Fulton street	No. Moore street	1,408.75
Total			4,655.75
Bleecker Street & Fulton Ferry Railroad Co.:			
Eleventh avenue	23d street	Car barn	5
Houston, West Street & Pavonia Ferry Railroad Co.:			
42d street	Lexington avenue	72½ ft. east of C. L. Park avenue	33.21
Union Railway Company of New York:			
135th street	Lenox avenue	Madison avenue	30.60
City of New York:			
Transverse road	Eighth avenue	Fifth avenue	5,873
85th street	Fifth avenue	Madison avenue	1,020
Total			6,893
Second Avenue Railroad Co.:			
86th street	Second avenue	Avenue "A"	2,926
Avenue "A"	86th street	92d street, Astoria ferry	3,438
Astor place	Broadway	Fourth avenue	885
Stuyvesant street	Third avenue	Fourth avenue	222
Total			7,471
Storage electric:			
Christopher and Tenth Street Railroad Co.:			
10th street	Washington street	West street	31.20

Surface Track — not slotted.
[4] Operated over full lengths shown.

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New York Railways Company

Permits were issued by the City of New York, dated May 1, 1920, effective May 1, 1920, for one year, for privileges on the Marginal street areas at the following named locations:

	Amount per annum
Christopher street — North river	$413 00
West 23d street — North river	1,665 00
Chambers street — North river	182 00
Desbrosses street — North river	137 00
East 23d street — East river	494 25
East 116th street — Harlem river	86 00

Effective August 1, 1919, by and under the terms of an order of the Public Service Commission in Case No. 2389, a charge of 2¢ was authorized for each transfer demanded by a passenger except in the case of transfers required by the terms of a municipal franchise agreement or consent.

Effective September 15, 1919, by order of the District Court of the United States for the Southern District dated June 30, 1919, Job E. Hedges, as Receiver of the New York Railways Company, was directed to terminate agreement dated September 9, 1914, between the City of New York and New York Railways Company providing for transfers between the Municipal Ferry, operated between Staten Island and the foot of Whitehall street, and the several lines of the New York Railways Company described in said agreement so terminated.

Effective October 1, 1919, by and under the terms of an order of the District Court of the United States for the Southern District of New York, dated November 26, 1919, the Receiver was directed to issue free transfers at certain points along the route of the Ninth Avenue Railroad Company as required by the terms of municipal franchise or consent.

Effective October 5, 1919, interchange of transfers with The Brooklyn & North River Railroad Company was discontinued, due to cessation of the operation of that company's line.

No new powers or franchises were acquired.

Fixed Capital Changes during Year

	INSTALLATIONS		RETIREMENTS	
TITLE OF ACCOUNT	Owned	Leased	Owned	Leased
Land, other than railway	$1,170 67	$4,130 62	.....	.....
Roadway tools	.....	Cr. 39 20	.....	.....
Transmission system	Cr. 1,259 74	.....	.....	.....
Shops and car-houses	1,755 33	2,958 58	.....	.....
Substation equipment	862 25	.....	.....	.....
Shop equipment	6 76	.....	.....	.....
Revenue cars	Cr. 103 00	.....	.....	.....
Electric equipment of cars	1 88	.....	.....	.....
Miscellaneous equipment	3,900 74	.....	.....	.....
	$6,384 89	$7,050 00	.....	.....

Expenditure for Principal Projects.— Assessments by City of New York account of improvements on West 46th street, $10,015.20.

Detail of Property Acquired January 1, 1912, Subsequently Sold.— Balance at beginning of year, $115,071.93; sold during year: 1 safe, $75; 2 horses, $49; 1 watchman's clock, $40; 1 register, $20; old office furniture, $164; old wagons, trucks, etc., $350; car motors from demolished cars, $10,497.60; car wheels, axles and scrap from demolished cars, $12,793.02; old rails and ties from 218th street yard, $9,965; miscellaneous tools and machinery, $1,540; cable scrapped, $1,637.70; total, $37,131.32; one

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New York Railways Company

single truck closed car reported in 1919 as to be returned by the New York & Queens County R. R. Co. not returned to date, $150; balance at close of year, $152,-353.25.

Power Bought, Sold and Exchanged

NAME OF COMPANY		Total number of kw. hrs. delivered	Average price per kw.hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power bought						
Interborough Rapid Transit Co.	A.C.	89,652,096	1.127	$1,010,388 19	.....	$1,010,388 19
Interborough Rapid Transit Co.	D.C.	1,645,006	1.593	26,201 62	.....	26,201 62
Total.....				$1,036,589 81	.....	$1,036,589 81
Power sold						
New York Edison Co.....	A.C.	1,434,209	2.000	$28,684 00	$28,684 00	.....
Lexington building.....	A.C.	1,701,433	1.928	32,805 06	.....	Cr. $32,805 06
Cable building.....	A.C.	258,648	1.927	4,984 55	.....	Cr. 4,984 55
Cable building.....	D.C.	73,712	1.928	1,421 12	.....	Cr. 1,421 12
Eighth Avenue R. R. Co.....	D.C.	6,735,956	2.293	154,476 68	154,476 68	.....
Ninth Avenue R. R. Co.....	D.C.	2,065,953	2.296	47,439 17	47,439 17	.....
Brooklyn & North River R. R. Co.....	D.C.	81,753	1.100	899 32	899 32	.....
New York & Harlem R. R. Co..	D.C.	5,057,542	2.069	104,663 25	104,663 25	.....
Miscellaneous.....	D.C.	1,933	3.978	76 89	76 89	.....
Total.....				$375,450 04	$336,239 31	Cr. $39,210 73
Power exchanged						
Delivered to Third Avenue Ry. Co.....	D.C.	1,336,971	2.292	$30,642 83	.....	Cr. $30,642 83
Received from Third Avenue Ry. Co.....	D.C.	1,330,223	2.296	30,562 43	.....	30,562 43
Delivered to receiver Second Avenue R. R. Co.....	D.C.	3,849,002	2.197	84,566 33	$30,914 85	Cr. 53,651 48
Received from receiver Second Avenue R. R. Co.....	D.C.	304,848	1.980	6,034 49	.....	6,034 49
Balance.....					$30,914 85	Cr. $47,697 39

CORPORATE DEFICIT

Debits

Balance at beginning of year	$3,285,261 31
Balance for year transferred from Income Account.....	3,648,033 63
Loss in final settlement with Lessee of Employees Stores.....	24,923 89
Applicable to period prior to March 21, 1919:	
Operating Expenses	17,742 86
Accidents and Damages.....	93,293 86
Rent of Tracks and Terminals.....	271 90
Land and Building Privileges.....	6 67
Non-operating Revenue	Cr. 8,444 91
Non-operating Revenue Deductions.....	Cr. 549 59
Other Contractual Deductions.....	171 60
Taxes assignable to Street Railway Operations.....	Cr. 4 89
Uncollectible Accounts written off.....	9,985 42
Additional Federal Taxes for Calendar year 1917 and year ended June 30, 1919	4,616 21
Miscellaneous	138 39
Settlement of Claim against Subway Contractor.....	397 80
Interest on Special Franchise Tax Refunds assigned to New York & Harlem Railroad Company.....	7,218 81
Appropriation to Reserve for Doubtful Accounts.....	12,000 00
	$7,095,067 96

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New York Railways Company

CORPORATE DEFICIT — *Concluded*

Credits

Unexpended Balance of payment for restoration of cable.	$3,934 37	
Adjustment of Federal Tax Accruals for Calendar year 1918	37,443 47	
Settlement of Claim against Subway Contractor	4,500 00	
Realization of Accounts Receivable, previously written off as uncollectible	364 86	
Adjustment of Federal Tax Accruals for period January 1 to March 20, 1919	43,227 49	
Overhead Service, etc., account of material sold	7,319 53	
Scrap Material sold	525 00	
Material returned to stock	30 37	
Adjustment of Accrual of Federal Taxes for period March 21 to June 30, 1919	54,825 12	
		$152,170 21
Deficit, June 30, 1920		$6,942,897 75

Officers.— President, vacant; Vice-President and General Manager, Frank Hedley; Vice-President and Assistant to President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, E. F. J. Gaynor; General Attorney, James L. Quackenbush; Chief Engineer, George H. Pegram; Superintendent of Equipment, J. S. Doyle.

Directors.— August Belmont, Edward J. Berwind, Henry W. Bull, John Candler Cobb, Thomas DeWitt Cuyler, Frank Hedley, Charles P. Howland, George B. Leighton, William H. Remick, Richard H. Swartmont, F. DeC. Sullivan, Job E. Hedges.

Main Business Office.— 165 Broadway, New York, N. Y.

Report verified by Job E. Hedges, Receiver, November 1, 1920.

THE NINTH AVENUE RAILROAD COMPANY

Incorporated July 29, 1859.

Principal Stockholders.— The twenty largest stockholders, January 5, 1920, and the number of votes of each were: Anna W. Peter, 2,000; Estate of Sarah Williams, 537; Alga Law, 457; Mary L. Hays, 374; George Henry Warren, 265; George Henry Warren, Trustee, 265; Georgia W. Warren, 162; James J. O'Donohue, Jr., 212; Kate F. Hays, 185; Estate of Emma L. Moller, 161; Mary E. Hayes, 152; Francis R. Hitchcock, 150; Thomas Hitchcock, 150; Armistead Peter, Jr., 150; G. H. Warren, Trustee, 149; Estate of Anna F. Wright, 130; W. B. Isham, 126; Mary J. LaSalla, 111; Title Guarantee and Trust Co., Trustee, 100; Ida E. Bliss, 75.

Important Changes during Year.— Pursuant to an order of the United States District Court, dated August 28, 1919, the lease of the company's property to the Metropolitan Street Railway Company was cancelled and certain of its property was surrendered and turned over to the company by the Receiver of the New York Railways Company, the successor of the Metropolitan Street Railway Company, at midnight September 30, 1919, when the company resumed operation.

The company on March 25, 1920, sold its property at 1324–8 Amsterdam avenue, book value $9,929.48, for $50,000.00 accepting from the Hermes Amusement Co. in part payment therefor a 6% mortgage for $35,000.00, due March 25, 1925. No new powers or franchises acquired.

Fixed Capital Installed since December 31, 1908.— Installed during the year: general office buildings and fixtures, $54.84; revenue cars, $239.33; miscellaneous equipment, $834.73; total, $1,128.90.

Equipment Retired during Year from Fixed Capital since December 31, 1908.— None.

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The Ninth Avenue Railroad Company

Power Bought.— Interborough Rapid Transit Co., 964,935 kw.hrs. at 2.294 cents, total price, $22,142.70; Receiver, New York Railways Co., 1,835,143 kw.hrs. at 2.292 cents, total price, $42,062.77; Third Avenue Railway System, 205,970 kw.hrs. at 2.284 cents, total price, $4,704.31. Total purchased: 3,006,048 kw.hrs., amount $68,909.78.

CORPORATE SURPLUS

Profit on sale of land and improvements, Nos. 1324 to 1328 Amsterdam avenue:			
March 25, 1920, sold for		$50,000 00	
Less original cost		9,929 48	
			$40,070 52
Estimated value of tracks in streets		[1]$2,987,453 00	
Estimated value of equipment		[1]161,240 57	
		$3,148,693 57	
Less original cost	$341,431 52		
Charged to New York Railways Co.	68,815 60		
		410,247 12	
			2,738,446 45
			$2,778,516 97
Deficit October 1, 1919		$365,589 19	
Debit balance for year transferred from income		64,621 52	
Other deductions — salary of general manager		600 00	
			430,810 71
Corporate surplus June 30, 1920			$2,347,706 26

Officers.— President, Joseph Tate; First Vice-President, William Henry Hays; Secretary, James G. Affleck; Assistant Secretary, William Affleck; Treasurer, James G. Affleck; Assistant Treasurer, William Affleck; Auditor, E. T. Baker; Attorney, Michael Kirtland; Special Agent, William G. Wheeler; Chief Engineer, W. B. Yereance; General Manager, W. B. Yereance; Purchasing Agent, Ralph Newman.

Directors.— James Gelston Affleck, J. Gelston Affleck, Jr., William Affleck, William Henry Hays, Michael Kirtland, Joseph J. O'Donohue, Jr., Armistead Peter, Jr., Joseph Tate, F. Bianchi Tompkins.

Main Business Office.— 1 Madison avenue, New York City.

Report verified by W. B. Yereance, General Manager, October 8, 1920.

OCEAN ELECTRIC RAILWAY COMPANY

Incorporated May 1, 1897. The Long Island Railroad Company acquired the stock of the company in 1898.

Important Changes during the Year.— None.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year see Table XVIII.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Ties	.....	$124 60	$109 80
Rails, rail fastenings, and joints	.....	3,994 17	5,851 33
Track laying and surfacing	.....	4,018 73	3,465 00
Paving	.....	36,146 94	17,829 60
Distribution system	.....	599 86	320 00
Revenue cars	$4,557 00	.....	.....
Electric equipment of cars	2,043 00	.....	.....
Total	$6,600 00	$44,884 30	$27,575 73

[1] Estimated value of original property and additions and improvements thereto, which by the terms of the lease was to be turned over to the lessor, upon its termination.

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Ocean Electric Railway Company

Expenditures for Principal Projects.— Purchase of 3 cars, $6,600. Replacement of tracks on Rockaway Beach Boulevard between Eastern and Remsen avenues, $44,884.30.

Power Bought.— From Long Island Railroad Company, 1,541,875 kw.hrs. (including 4,800 for stop lights) at the average price of 2.06 cents per kw.hr., $31,829.73, charged to expense.

Corporate Surplus.— Credit balance at beginning of year, $158,884.89; debit balance for year transferred from income, $29,957.88; surplus, June 30, 1920, $128,927.01.

Officers.— President, Ralph Peters; Vice-President, C. L. Addison; Secretary, Frank E. Haff; Treasurer, J. F. Fahnestock; Comptroller, E. A. Stockton; General Solicitor, J. F. Keany; Chief Engineer, L. V. Morris; General Superintendent, J. R. Savage; Purchasing Agent, H. B. Hodges; Assistant Comptroller, J. S. Donaldson and F. J. Fell, Jr.

Directors.— C. L. Addison, Benjamin Evans, Frank E. Hoff, J. J. Kenny, T. J. Ludlam, Ralph Peters, R. G. Richardson, J. R. Savage, P. H. Woodward.

Main Business Office.— Broad Street Station, Philadelphia, Pa.

Report verified by J. F. Fahnestock, Treasurer, October 11, 1920.

PELHAM PARK AND CITY ISLAND RAILWAY COMPANY, INC.

Incorporated May 10, 1913, under sections 9 and 10 of the State Corporation Law, as a reorganized company; successor to the City Island R. R. Co. and the Pelham Park R. R. Co. Control of the company was acquired July 9, 1914, by the Third Avenue Railway Co. through the purchase of all its stock.

Important Changes during Year.— No cars were operated after August 9, 1919, at 12:01 a. m. The six leased cars were returned to their owners. No new powers or franchises were acquired.

Fixed Capital Changes during Year.— None.

Power Bought.— From Westchester Lighting Co., A. C., 12,646 kw.hrs. at 2.49 cents, $316; charged to expenses.

Corporate Deficit.— Debit balance, June 30, 1919, $105,053.03; debit balance transferred from income, $1,404.62; deficit, June 30, 1920, $106,457.65.

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General Counsel, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation and General Purchasing Agent, W. E. Thompson.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platton, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Strauss.

Main Business Office.— 2396 Third avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

PROSPECT PARK AND CONEY ISLAND RAILROAD COMPANY

LESSOR

Incorporated October 9, 1874, under the Laws of 1874, as a consolidation of two other companies. Stock control of this company is held by the Long Island Railroad Co. through the ownership of a majority of its capital stock acquired in 1893. (See 1917 Report for abstract of lease to the Brooklyn Heights R. R. Co. which was later assigned to the South Brooklyn Ry. Co.)

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Deficit.— Debit balance at the beginning of year, $542,828.49; net corporate loss for year, $5,398.88. Deficit, June 30, 1920, $548,227.37.

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Prospect Park and Coney Island Railroad Company

Officers.— President, A. J. County; Vice-President, C. L. Addison; Secretary, Wm. F. Brown; Treasurer, Geo. A. Walker; Assistant Treasurer, H. H. Lee; General Counsel, F. I. Gowen; Assistant Comptroller, F. J. Fell, Jr.

Directors.— George J. Adams, C. L. Addison, W. F. Brown, A. J. County, Benjamin Evans, Henry Tatnall, George W. Wingate.

Main Business Office.— Pennsylvania Station, New York City.

Report verified by J. F. Fahnestock, Treasurer, September 20, 1920.

PROSPECT PARK AND SOUTH BROOKLYN RAILROAD COMPANY

LESSOR

Incorporated June 15, 1888; controlled by the South Brooklyn Railway Co., (a B. R. T. subsidiary), through the ownership of 495 shares of its capital stock acquired July 5, 1912. The South Brooklyn Ry. Co. is also the operator under the lease.

Important Changes during Year.— None.

Detail of Property Retired during Year from Fixed Capital, December 31, 1908.— Tenth avenue interlocking signal tower, $8,500; waiting rooms, $1,300; platforms, $825; total, $10,625, covered by award paid by City of New York for easement acquired by condemnation, and credited to track and roadway construction.

Corporate Surplus.— Credit balance at beginning of year, $1,389.83; net corporate income, $4,887.50. Surplus, June 30, 1920, $6,277.33.

Officers.— President, T. S. Williams; Vice-President and Treasurer, C. D. Meneely; Secretary, J H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, T. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans.

Directors.— T. S. Williams, C. D. Meneely, G. D. Yeomans, C. L. Woody, A. M. Williams, J. H. Bennington.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer, September 24, 1920.

RICHMOND LIGHT AND RAILROAD COMPANY

Incorporated [as an electric lighting company] August 1, 1902, under the Transportation Corporations Law, chapter 566, Laws of 1890, as amended. On August 18, 1902, an amended certificate was filed enabling the company to build and operate an electric railroad.

The twenty principal stockholders and the number of votes to which they were entitled were: Leslie M. McCrum, 4,400; E. J. Boyd, 4,000; W. B. Cardozo, 4,000; Thos. F. Ryan, 2,332; George B. M. Harvey, 1,971; N. D. Putnam, 1,836; Austin B. Fletcher, 1,431; Lewis B. Franklin, 719; J. K. Rice, Jr. & Co., 550; Sidney Aronstein, 900; Lehman Bros., 500; Brown Bros. & Co., 349; Albert C. Burrage, 312; Orviss Bros. & Co., 200; Chandler Bros. & Co., 247; A. J. Hemphill, 201; Levi Holbrook, 200; W. C. Bradley, 200; H. B. Rodeson, 172; Harold Stanley, 200.

Important Changes during Year.— J. J. Kuhn was appointed Federal Receiver and began operating the road April 28, 1920. Rates of fare were changed May 5, 1920, as follows: Cash fares from 5¢ to 8¢, regular tickets from 5¢ to 7½c, school tickets from 4¢ to 3¢. The company purchased cars for $67,500.00, of which $61,000.00 was in the form of equipment obligations. No new powers or franchises were acquired.

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Richmond Light and Railroad Company

Fixed Capital Changes during Year.— (For balance in each fixed capital account at close of year, see Table XVIII.)

Expenditures during the Year on Railroad Property

Partial payment on Schmidt property		$2,600 00
Installing switch at E. Pt. Ferry	$930 12	
Installing crossover at Sou. Beach Loop	261 43	
Installing mats for L. H. B. O. at Rich. Ter. & Jer. St.	340 19	
		1,531 74
Extend track and fill in meadowland, Arlington	$451 80	
Install inside rail Rich. Ter. and Holland Ave	748 99	
Install side track at S. I. Shipbldg. and replace crossover	1,723 83	
New track at Brook St. car barn	852 09	
		3,776 71
32 cars purchased from S. I. Midland Ry. Co		104,000 00
Electric improvements		104,000 00
Improving cars from Emerg. Fleet for service		669 23
Minor projects		1,168 95
Total		$217,746 63

Accounts charged: Other street railway land, $2,600.00; rails, rail fastenings and joints, $3,776.71; special work, $1,531.74; paving, $308.39; distribution system, $521.95; general office buildings and fixtures, $66.63; stations, waiting rooms and miscellaneous buildings, $190.45; shop equipment, $81.53; revenue cars, $104,669.23; electric equipment of cars, $104,000.00; total, $217,746.63.

Detail of Property Retired during Year from Fixed Capital, December 31, 1918.— Eleven closed passenger cars, $15,311.17; one open passenger car, $1,119.67; electric equipment of cars, $23,476.74; sale of two change carriers, $4.50. Total, $39,912.08.

Accounts credited.— Cars, $16,430.84; electric equipment of cars, $23,476.74; miscellaneous equipment, $4.50.

Equipment Retired during Year from Fixed Capital, since December 31, 1908.— Shop equipment (kitchen utensils), $79.45.

Power Bought, Sold or Exchanged.— Received from the lighting department, [1] 6,867,358 kw.hrs., at .0136 cents per kw.hr., $94,102.91, charged to operating expenses.

CORPORATE DEFICIT

Deficit June 30, 1919		$213,314 67
Expenses elsewhere unprovided for:		
Trimming and towing coal barges	$552 34	
Court costs for track extensions	1,549 00	
Claim vs. City of New York	4,745 21	
Adjustment of freight charges on coal	643 22	
Tax on bonds — 1918	1,196 40	
Directors' fees	100 00	
Dues to American Elec. Ry. Assoc	46 88	
Coal burned up by fire	2,874 50	
Errors in posting	538 68	
Unpaid judgments	5,108 85	
Donations	15 00	
Registrar of bonds	100 00	
Telephone tolls, previous year	207 81	
Retirement of poles	3,150 58	

[1] This item does not include 3,799,219 kw.hrs. reported as delivered to the Staten Island Midland Railway Company, and 72,069 kw.hrs. delivered to the Southfield Beach Railroad Company. Electric energy is furnished by the lighting department of the Richmond Light and Railroad Company to its railway department and to the associated Staten Island Midland and Southfield Beach Railroad Companies, and is apportioned on the basis of car miles operated by the companies.

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Richmond Light and Railroad Company

CORPORATE DEFICIT — *Concluded*

Expenses elsewhere unprovided for — *Concluded:*		
Retirement of reciprocating engine	$7,079 19	
Loss due to sale of Liberty bonds	920 00	
Consumers' meter deposits	406 16	
		$39,233 82
Total debits		$242,548 49
Credit balance for year transferred from income	$160,764 05	
Other additions to surplus:		
Errors in distribution	18,789 88	
Insurance adjustment	14,779 96	
Interest due from S. I. Midland	951 48	
Other adjustments	957 56	
		196,242 93
Deficit June 30, 1920		$46,305 56

Officers.— President, C. W. Huntington; Vice-President, R. L. Rand; Secretary, J. E. Phillips; Treasurer and Auditor, J. E. Phillips; Attorney, B. G. Eadie; Chief Engineer, W. H. Rudisill; General Superintendent of Railway, H. J. Blackham; General Purchasing Agent, J. F. Fitzgerald, Jr.

Directors.— C. W. Huntington, R. L. Rand, A. J. Hemphill, H. W. Bull, A. H. Larkin.

Main Business Office.— Terminal Building, St. George, Staten Island, New York.

Report verified by J. E. Phillips, Auditor, October 27, 1920.

SECOND AVENUE RAILROAD COMPANY IN THE CITY OF NEW YORK

Incorporated January 21, 1853. The twenty principal stockholders and the number of votes to which each was entitled were: Interborough-Metropolitan Co., 1,551; Henry W. Curtis, 660; Walter P. Bliss, 550; German American Insurance Co., Land Title and Trust Co., Geo. H. Prentiss & Co., Augusta Bliss Reese, Rhode Island Hosp. Trust Co., 500 each; Estate of George W. Bliss and Gifford Agnew et al., 400; Isaac V. Brokaw, 310; Francis R. Hitchcock, Thomas Hitchcock, Paterson Safe Dep. and Trust Co., Wm. H. Sage, Trustee, Benjamin B. Knight, 300 each; Hubbard H. Warren, 265; Estate of Chas. Danford, 259; Joseph W. Ryle, 259; Geo. S. Coe, Trustee, Benj. Knower, 230; Fred Kaiser, 225.

Important Changes during Year.— Agreements were made as follows: [January 31, 1920, with the New York and Harlem Railroad Company for the sale of power to that company at cost on a car mileage basis]; March 15, 1920, with the same company for its use of part of the car house of the Second Ave. R. R. Co., consideration $3,000 per month.

Agreement with New York Rys. Co. whereby transfers issued by that company's Eighth avenue line and honored by the 59th street line of Belt Line Ry. Corp. would be accepted by the Second Ave. R. R. Co., was discontinued September 30, 1919, by the Eighth Avenue R. R. Co.

There was default in payment of principal and interest on Receiver's Certificates issued October 1, 1918, and due October 1, 1920. On February 5, 1920, Charles E. Chalmers was appointed Receiver, succeeding Mr. Kalbach, who died February 2, 1920.

No new powers or franchises were acquired.

Fixed Capital installed since December 31, 1908.— Installed during year: General office buildings and fixtures, $85.00; Revenue cars, $2,787.94; Miscellaneous equipment, $3,738.70. Total, $6,611.64. None retired.

Expenditures for Principal Projects.—

One auto emergency wagon	$3,738 70
8 sets manual operating door equipments	1,864 08
12 sets manual car equipments	933 86

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Second Avenue Railroad Company in the City of New York

Detail of Property Retired during Year from Fixed Capital, December 31, 1908.— No record of its Fixed Capital, December 31, 1908.

Equipment Retired during Year from "Fixed Capital, since Dec. 31, 1908."— None.

Power Bought, Sold or Exchanged

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw.hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Interborough Rapid Transit Co.	D. C. 658,560	0.9	$5,927 04	.....	$5,927 04
Interborough Rapid Transit Co.	1,504,510	2.284	34,363 00	.....	34,363 00
Interborough Rapid Transit Co.	390,950	2.313	9,042 68	.....	9,042 68
Receiver, New York Rys. Co.	1,013,070	1.25	12,663 38	.....	12,663 38
Receiver, New York Rys. Co.	407,616	2.284	9,309 94	.....	9,309 94
Receiver, New York Rys. Co.	56,304	2.313	1,302 32	.....	1,302 32
Receiver, New York Rys. Co.	584,208	7.126	41,630 67	.....	41,630 67
Receiver, New York Rys. Co.	176,054	7.217	12,705 83	.....	12,705 83
Receiver, New York Rys. Co.	102,656	1.1113	1,140 82	.....	Cr 1,140 82
Receiver, New York Rys. Co.	141,894	2.284	3,240 87	.....	Cr 3,240 87
Receiver, New York Rys. Co.	60,297	1.25	753 70	.....	Cr 753 70
N. Y. & Harlem R. R. Co.	7	10.00	70	.....	Cr 70
N. Y. & Harlem R. R. Co.	10	7.1264	72	.....	Cr 72
Third Avenue Ry. Co.	66,083	1.52	1,004 46	.....	1,004 46
Third Avenue Ry. Co.	36,092	7.126	2,571 89	.....	2,571 89
Third Avenue Ry. Co.	10,475	7.217	755 94	.....	755 94
New York Rys. Co. Rec. June, 1919, A. C.	.....	.....	19	.....	Cr 19
				.....	[1] $126,140 15

CORPORATE DEFICIT

Deficit, June 30, 1919		$947,222 71
Debit balance for year transferred from income		251,692 68
Power payments and adjustments:		
Year ended June 30, 1917	$30 62	
Year ended June 30, 1919	3,014 55	
		3,045 17
Interest paid applicable to year ended June 30, 1919		63 08
Accident claims and expenses settled applicable to:		
Year ended June 30, 1912	$217 50	
Year ended June 30, 1916	125 00	
Year ended June 30, 1917	315 00	
		657 50
Judgments entered — Casualty:		
Applicable to year ended June 30, 1912	$32,893 09	
Applicable to year ended June 30, 1917	62 93	
		32,956 02
Pavement replacement — City of New York:		
Applicable to year ended June 30, 1919		11,705 96
Total		$1,247,343 12
Joint maintenance charges and adjustments applicable to prior years, viz., debits: 1912, $214.21; 1913, $82.15; 1914, $323.65; 1915, $133.98; 1916, $1,366.06; total, $2,120.05. Credits: 1917, $304.11; 1918, $256.35; 1919, $3,745.37; total, $4,305.83. Net credit		2,185 78
Corporate deficit, June 30, 1920		$1,245,157 34

[1] Consists of power purchased, $84,451.33; power exchanged — balance, $41,688.82.

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Second Avenue Railroad Company in the City of New York

Officers.— President, G. S. Coe; Vice-President, W. P. Bliss; Secretary and Treasurer, F. M. Patchen; Auditor to Receiver, Wm. J. Bradley; General Attorney, W. D. Cushman; General Superintendent, A. Synstrup; Purchasing Agent, J. Henshaw.

Directors.— G. S. Coe, W. P. Bliss, H. Evans, J. W. Griggs, H. H. Vreeland, B. Wolf, T. Hitchcock, E. W. Sayre.

Main Business Office.— 1874 Second Avenue, New York.

Report verifid by Charles E. Chalmers, Receiver, September 30, 1920.

SIXTH AVENUE RAILROAD COMPANY

LESSOR

Incorporated December 27, 1851.

At the date of the annual meetng, January 20, 1920, the twenty principal stockholders were as follows: United States Trust Co., trustee, 3,197; Mutual Life Insurance Company of New York, 2,000; Trustees for G. W. Burnham, 898; T. B. Burnham, 780; Emily A. Watson, 773; Gordon W. Burnham, 490; Wood, Struthers & Co., 430; Estate of E. B. Burnham, 400; Estate of Samuel Thorne, 320; Estate of Abijah Curtiss, 244; George G. Moore, 230; Estate of A. W. Green, 220; Charles J. Carpenter, William Carpenter, Ella F. Scott, Thomas Thacher, trustee, and Estate of Frederick Trowbridge, 200 each; Estate of George G. Lake, 195; Estate of Charles A Smith, 164, and George Zabriskie, trustee, 160.

At the close of the fiscal year the lease had not been adopted by the Receiver of the New York Railways Co., and none of the annual rental, $145,000, had been paid.

Important Changes during Year.— None.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $358,027.30; net corporate loss of year, $4,686.27. Surplus, June 30, 1920, $353,341.03.

Officers.— President, William Carpenter; Vice-President, Adrian H. Larkin; Secretary and Treasurer, E. H. Garrison.

Directors.— William Carpenter, E. H. Garrison, Gordon W. Burnham, Roy A. Curtiss, William M. Kingsley, Adrian H. Larkin, George G. Moore, Edwin Thorne, Charles J. Carpenter.

Main Business Office.—29 Broadway, New York City.

Report verified by E. H. Garrison, Treasurer, September 29, 1920.

SOUTH BROOKLYN RAILWAY COMPANY

LESSEE OF PROSPECT PARK AND CONEY ISLAND RAILROAD COMPANY AND ITS LEASED LINES

Incorporated January 13, 1900.

The control of this company was acquired August 31, 1902, by the Brooklyn Rapid Transit Company which owns all its stock except the directors' shares.

Important Changes during Year.— Investments were changed by the acquisition of $5,500 U. S. 2nd Liberty Loan 4¼% bonds and the retirement of the $1,000 O'Reilly mortgage. This company leased to the New York Municipal Railway Co., the New York Consolidated Railroad Co. and the City of New York the 36th street repair shops for a period of twenty-one years; the 39th street shop for a period of ten years, and also two other parcels for periods of ten and three years respectively. For the contract with the Post Office Department see the abstract of the Brooklyn City Railroad Co. A contract for the purchase of six safety single truck cars was made November 29, 1918. No new powers or franchises were acquired.

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South Brooklyn Railway Company

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

TITLE OF ACCOUNT	INSTALLATIONS		RETIREMENTS	
	Owned	Leased	Owned	Leased
Right of way	$19 73	.....	.....	.....
Grading	200 00	.....	.....	.....
Crossings, fences and signs	494 22	.....	.....	.....
Interlocking and other signal apparatus	571 75	.....	.....	$976 30
Poles and fixtures	137 98	$31 19	.....	.....
Distribution system	1,880 48	.....	.....	.....
Stations, waiting rooms, and miscellaneous buildings	105 72	.....	.....	1,094 11
Sub-station equipment	.....	21 20	.....	.....
Locomotives	26 89	.....	.....	.....
Revenue cars	22,505 10	.....	$16,700 04	.....
Electric equipment of cars	11,000 00	.....	.....	.....
Other rail equipment	12 00	.....	.....	.....
Total	$36,953 87	$102 39	$16,700 04	$2,070 41

Expenditures for Principal Projects.— Six safety cars, $22,000; equipment do, $11,000.

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1918.— Sale of 3 snow plows, $19,319.76 and one electric locomotive, $8,838.25; total owned, $28,158.01, credited to cars.

Leased Lines.— Removal of interlocking device from Culver line at Kensington junction, $12,120.46, credited to track and roadway construction; removal of cables from Coney Island sub-station, $1,383.44, credited to electric line construction; total, $13,503.90.

Equipment Retired during Year.— Fifteen dump cars, cost $16,700.04; sold to other companies for $7,500; charged to amortization of capital, $9,200.04. One electric locomotive, cost $8,838.25, charged to Receiver, New York Municipal Ry. Corp., $5,367.87, to accrued amortization of capital, $2,936.47 and to surplus, $533.91.

Power Bought.— From L. M. Garrison, Receiver of the Brooklyn Rapid Transit Co., 3,791,676 kw.hrs. (calculated on monthly car mileage) at average price of .845 cts. per kw.hr., $32,040.37; charged to expense. (*Cf.* abstract of Brooklyn Rapid Transit report.)

CORPORATE DEFICIT

Deficit at beginning of year	$631,956 23
Debit balance transferred from income	65,273 36
Amortization elsewhere unprovided for: Loss on Culver line at Kensington junc., $3,756.39; on electric locomotive, $533.91; on cables removed from C. I. sub-station, $254.69	4,544 99
Bad debts written off	87 57
Other deductions from surplus: Adjustment of bill of N. Y. Municipal Ry. Corp., $6,250; refund of rental paid by N. Y. Municipal Ry. Corp., $3,897.84; rental of 6 cars (B. Hgts. R. R. Co.) in prior year, $1,004.63; State tax on excess dividends, N. Y. & C. I. R. R. Co., 1918, $180; do. P. P. & S. B., $90; interest on taxes, accrued in prior years, $1,821.66; state tax on excess dividends, 1919, N. Y. & C. I., $60; do. P. P. & S. B., $60; appropriation to Employers' liability reserve, $231.61; minor items, $24.82	13,620 56
Total debits	$715,482 71

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South Brooklyn Railway Company

CORPORATE DEFICIT — *Concluded*

Bad debts collected	$55 50	
Other additions to surplus: Adjustment of bill of N. Y. Municipal Ry. Corp., $5,250; inter-line corrections (freight), $3,568.61; reclaimed revenue under authority of D. M. Gray, traffic asst. U. S. Railroad Administration on coal traffic, etc., $5,908.30; Bush Terminal Co., corrections account freight, $5,118.04; do. increased arbitrary allowances charged, $435.15; minor items, $299.23	20,579 33	
Total credits		$20,634 83
Deficit, June 30, 1920		$694,847 88

Officers.— President, A. R. Piper; Vice-President and Treasurer, C. D. Meneely; Secretary, J. H. Bennington; Assistant Secretary, H. R. Potts; Assistant Treasurer, F. S. Richards; Comptroller, Howard Abel; General Counsel, G. D. Yeomans; Claim Agent, I. Isaacsen; Purchasing Agent, L. Van Cott.

Directors.— F. S. Flower, G. D. Yeomans, W. S. Menden, J. H. Bennington, A. R. Piper, W. S. Benedict, O. J. Covell, Wm. Siebert.

Main Business Office.— 85 Clinton street, Brooklyn, N. Y.

Report verified by C. D. Meneely, Treasurer, September 27, 1920.

THE SOUTHERN BOULEVARD RAILROAD COMPANY

Incorporated June 27, 1885; controlled by Third Avenue Ry. Co. through stock ownership.

Important Changes during Year.— None.

Fixed Capital Installed since December 31, 1908.— Ties, $1,581.60; rails, fastenings and joints, $1,159.67; poles and fixtures, $939.47; total, $3,680.74. No replacements or retirements.

Expenditures for Principal Projects

Southern Boulevard, 138th to 147th sts., improvements during reconstruction	$1,671 67
Southern Boulevard, 174th to 182d sts., improvements during reconstruction of track and pavement	1,069 60
Southern Boulevard, 174th to 182d sts., reconstruction of overhead electric line	788 40

Power Bought.— From Union Ry. Co. of N. Y. C., D. C., 2,234,835 kw.hrs., average price 1.6 cents, total price $35,884.29. Charged to expense, $35,884 29.

CORPORATE DEFICIT

Deficit, June 30, 1919	$108,608 76
Debit balance for year transferred from income	138,163 94
Corporate deficit, June 30, 1920	246,772 70

Officers.— President, S. W. Huff; Vice-President, L. Sutherland, Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; Attorney, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. H. Seaman, T. H. Shipman.

Main Business Office.— 2396 Third Avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

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SOUTHFIELD BEACH RAILROAD COMPANY

Incorporated August 10, 1899; controlled by the Richmond Light & Railroad Company through the ownership of a majority of its capital stock, which was acquired from the Reorganization Committee in 1902.

Important Changes during Year:— None.

Fixed Capital Changes during Year.— Right of way item of December 31, 1908, was decreased by $200.

Power Bought.— From the Richmond Light & Railroad Co., 72.089 kw.hrs. at the average price of 1.36 cts per kw.hrs., $979.98, charged to expense.

Corporate Surplus.— Credit balance at beginning of year, $20,021.31; debit balance for year transferred from income, $12.14; insurance adjustment, Dr., $41.74. Surplus, June 30, 1920, $19,967.43.

Officers.— President, C. W. Huntington; Vice-President, R. L. Rand; Secretary and Treasurer, J. E. Phillips; Attorney, B. G. Eadie; General Superintendent, H. J. Blackham.

Directors.— C. W. Huntington, A. L. Rand, A. J. Hemphill, A. H. Larkin, H. H. Bull, B. G. Eadie.

Main Business Office.— Terminal Bldg., St. George, Staten Island, N. Y.

Report verified by J. E. Phillips, Treasurer, October 27, 1820.

STATEN ISLAND MIDLAND RAILWAY COMPANY

Incorporated January 16, 1907. The stockholders and the number of votes to which they were entitled were as follows: Estate of H. H. Rogers, 9,984; W. E. Benjamin, 1; W. R. Coe, 1; E. C. Lackland, Jr., 1; Geo. H. Church, 1; Jno. T. Dooling, 1; Noel McVickar, 1; C. W. Huntington, 1; A. H. Larkin, 1; R. L. Rand, 8.

Important Changes during Year:— Jacob Brenner was appointed Receiver and began operation of the property January 19, 1920. Steel cars Nos. 300 to 331 were sold to the Richmond Lt. & R. R. Co., which assumed the obligation to pay the balance of the obligation therefor, viz., $81,000. Operations were discontinued January 18, 1920, and the trackage of the Richmond Light & R. R. Co. surrendered; on May 21, operation was resumed on the Concord line only. No new franchises or powers were acquired.

Fixed Capital installed since December 31, 1908.— Shops and car-houses, $655.43. *Withdrawn or retired during year.*— Revenue cars, $114,492.33; Electric equipment of cars, $58,144. Total retired, $172,636.33.

Detail of Property Retired during Year from Fixed Capital, Dec. 31, 1908.— 38 open cars, acquired 1896–1900, St. Louis — single truck cross seats, 10 closed cars, acquired 1896–1900, St. Louis — single truck lengthwise seats, total value $59,163.71 and 18 General Electric No. 1000 motors, acquired 1896–1900, $20,691. Total property retired, $79,854.71. *Accounts credited.*— Cars, $59,163.71 and electric equipment of cars, $20,691.

Equipment Retired during Year from Fixed Capital since Dec. 31, 1908.— 32 closed passenger revenue cars, placed in service 1915, double trucks, vestibule platform, cost, $114,492.33; 32 car equipments, quadruple motor, with both hand and air brakes, cost $58,144.

Power Bought.— From the Richmond Light & R. R. Co., 3,799,219 kw.hrs. average price 1.2¢, total price $45,560.57.

CORPORATE DEFICIT

Deficit, June 30, 1919	$463,445 77
Debit balance for year transferred from income	114,530 01
Unpaid judgments prior period	8,749 91
Minor adjustments	951 48
Total debits	$587,677 17

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Staten Island Midland Railway Company

CORPORATE DEFICIT — *Concluded*

Additions to surplus:		
Sale of 32 Osgood Bradley cars	$101,157 48	
Insurance refund	1,266 09	
Insurance adjustment	2,566 44	
		105,000 01
Corporate deficit, June 30, 1920		$482,587 16

Officers.— Not reported.

Directors.— Not reported.

Office of Receiver.— 26 Court st., Brooklyn, N. Y.

Report verified by H. C. Moore, Jr., accountant for the Receiver of the Staten Island Midland Railway Co., November 10, 1920.

THIRD AVENUE BRIDGE COMPANY

LESSOR

Incorporated May 29, 1909. The entire capital stock of the respondent was acquired by the Third Avenue Railway Company on March 25, 1915.

Important Changes during Year.— The agreement under which the Forty-Second Street, Manhattanville & St. Nicholas Avenue R. R. Co. operated cars over the franchise and tracks of this company was terminated July 3, 1919, and rental for the lease was not received after November 1, 1919.

[The Board of Estimate of the City of New York in a resolution adopted on January 30, 1920, declared forfeited the contract which granted franchise to this company to operate from Third Avenue, 59th street and 60th street across the Queensboro Bridge.]

In July and December, 1919, the company bought for investment of its sinking fund, $42,000, par value, of the Third Avenue Ry. Co. 1st and ref. 4% mortgage bonds, due Jan. 1, 1960, at a cost of $23,412.40. No new powers or franchises were acquired.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $6,000; loss for year, $826.80. Surplus, June 30, 1920, $5,173.20.

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; General Counsel, A. T. Davison.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., E. A. Manice, J. A. Platten, W. E. Roosevelt, J. H. Seaman.

Main Business Office.— 2396 Third Avenue, New York City.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

THIRD AVENUE RAILWAY COMPANY

Incorporated April 21, 1910, under sections 9 and 10 of the Stock Corporations Law, as a reorganization of The Third Avenue Railroad Company.

Respondent controls the following corporations through ownership of a majority of their capital stock:

Belt Line Railway Corporation.

The Dry Dock East Broadway and Battery Railroad Company.

The Forty-second Street, Manhattanville and St. Nicholas Avenue Railway Company.

Kingsbridge Railway Company.

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Third Avenue Railway Company

Mid-Crosstown Railway Company, Inc.
New York, Westchester and Connecticut Traction Company.
Pelham Park and City Island Railway Company, Inc.
The Southern Boulevard Railroad Company.
Third Avenue Bridge Company.
Union Railway Company of New York City.
The Westchester Electric Railroad Company.
The Yonkers Railroad Company.
Hastings Railway Company, Inc.
New York City Interborough Railway Company.

It also controls the Bronx Traction Company indirectly through its control of the Union Railway Company of New York City. Together with other companies it has joint control of the Brooklyn and North River Railroad Company.

The twenty principal stockholders and voting bond holders and the number of votes to which they were entitled on November 11, 1919 were: N. Y. Life Ins. Co., 15,900; A. Iselin Co., 14,340; Equitable Life Ins. Co., 14,000; Metropolitan Life Ins. Co., 6,625; Harvard College, 5,550; Roosevelt & Son, 5,400; James Ann, 5,000; George Ehret, 2,880; Clark, Childs & Co., 2,095; Christopher Gallagher, 2,000; L. F. Straus, 1,800; H. F. Clews, 1,619; Dominick & Dominick, 1,525; Lewis A. Galrung, 1,200; Mrs. A. N. Harkness, 900; G. H. Kindall, 700; W. F. Armstrong, 700; Post & Flagg, 634; W. H. Douglas, 600; G. A. Dickley, 600.

Voting rights are also attached to adjustment 5 per cent income bonds. Until interest at 5 per cent per annum, together with accumulations have been paid for five consecutive years, registered wners have one vote for each $100 par value of bonds.

Important Changes during Year.— Purchased: New York City Interborough Railway Company, common stock par value $10,000 for $300; City of New York corporate stock, $5,000 at par; 2d Liberty loan bonds, $187,850 at par; 3d Liberty loan bonds, $133,250 at par; 4th Liberty loan bonds, $263,050 at par; and Victory notes, $8,350 at par. Subscribed for $2,000 stock of Hastings Railway Co., Inc. at par. Brooklyn and North River stock, par and book value, $25,000, reduced in book value to $1.00.

There was a decrease of .046 in mileage due to removal of track from Ninth avenue between 218th and 220th street.

No additional powers or franchises were acquired.

ASSETS AND LIABILITIES

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

Fixed Capital installed since December 31, 1903

TITLE OF ACCOUNT	INSTALLED DURING YEAR		Retired during year
	Additions	Replacements	
Street railway franchises	.....	.....	$378 00
Right of way	.....	.....	1,690 40
Grading	.....	.....	123 53
Ties	$95 40	.....	.....
Rails, rail fastenings, and joints	2,856 22	.....	520 55
Special work	510 00	.....	4,962 39
Underground construction	.....	.....	13,690 09
Track laying and surfacing	432 82	.....	20,913 87
Paving	2,408 90	.....	4,285 58
Underground conduits	.....	.....	2,975 93
Distribution system	.....	.....	3,110 99
General office building and fixtures	20,013 39	.....	.....
Shops and car-houses	12,796 16	.....	.....
Stations, waiting rooms, and misc. bldgs	7,649 67	.....	1,750 00
Shop equipment	2,315 14	.....	.....
Revenue cars	25,543 80	.....	.....

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Third Avenue Railway Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Electric equipment of cars	$5,535 35	.....	.....
Other rail equipment	253 96	.....	.....
Miscellaneous equipment	11,639 61	.....	$2,922 96
Engineering and superintendence	42 38	.....	153 65
Misc. construction expenditures	.....	.....	244 30
Total	$92,151 80	.....	$57,727 33

Expenditures on Principal Projects

Converting top floor of office building, 130th st. and Third ave., for general office use	$5,769 14
Additions and betterments of the 3 frame dwellings at 2, 4 and 6 West 6th st., Mt. Vernon	7,649 67
Additions and betterment of the steam plant, office bldg., 130th st. and Third ave	11,828 84
Installation of heat regulators on 564 cars	23,849 72
Installation of 2—5-ton Packard truck chassis with special bodies, etc.	10,970 11
Addition to steam plant; alteration to provide office for starters at car-house, 129th st. and Amsterdam ave	11,857 68

Details of Property Retired during Year from "Fixed Capital, Dec. 31, 1908."—Original cost of tracks on Fort George avenue which became the property of the City of New York five years after March 4, 1909, $2,442.12; estimated original cost of insulated lead covered cable removed from 96th street, between First and Third avenues, $2,460; Two fully equipped open cars sold, $6,500; total, $11,402.12. *Accounts credited:* Track and roadway construction, $2,442.12; electric line construction, $2,460; cars, $6,500.

Detail of Equipment Retired during Year from "Fixed Capital, since Dec. 31, 1908."—None.

Power Bought, Sold or Exchanged

NAME OF COMPANY	Total number of kw.hrs. delivered	Average price per kw.hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
42d St., Manh. & St. N. Ave. Ry. Co., A. C.	305,868	1.35	$4,134 80	$4,134 80	.....
Dry Dock, E. B'way & B. R. R. Co., A. C.	981,607	1.35	13,307 40	13,307 40	.....
Belt Line Ry. Corp., A. C.	359,742	1.35	4,882 78	4,882 78	.....
Mid-Crosstown Ry. Co., A. C.	31,493	1.30	409 41	409 41	.....
Union Ry. Co. of N. Y. City, A. C.	33,258,935	1.36	452,980 40	452,980 40	.....
N. Y. City Interborough Ry. Co., A. C.	5,415	1.35	73 44	73 44	.....
Westchester Electric R. R. Co., A. C.	8,194,000	1.35	111,624 70	111,624 70	.....
Yonkers R. R. Co., A. C.	8,476,000	1.35	115,432 97	115,432 97	.....
New York Edison Co., A. C.	91,005,600	.881	802,658 08	.....	$802,658 08
42d St., Manh. & St. N. Ave. Ry. Co., D. C.	9,261,545	1.59	148,145 35	148,145 35	.....
Dry Dock, E. B'way & B. R. R. Co., D. C.	3,178,504	1.60	50,882 05	50,882 05	.....
Belt Line Ry. Corp., D. C.	2,393,687	1.59	38,094 96	38,094 96	.....

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Third Avenue Railway Company

Power Bought, Sold or Exchanged — Concluded

NAME OF COMPANY	Total number of kw. hrs. delivered	Average price per kw.hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Union Ry. Co. of N. Y. City, D. C.	727,461	1.59	$11,591 94	$11,591 94	.....
N. Y. C. Interborough Ry. Co., D. C.	320,660	1.58	5,072 25	5,072 25	.....
Second Ave. R. R. Co., D. C.	208,964	2.07	4,345 55	4,345 55	.....
New York Edison Co., D. C.	28,400	1.50	428 40	428 40	.....
Brooklyn & North River R. R. Co., D. C.	444,037	1.10	4,886 40	4,886 40	.....
Ninth Ave. R. R. Co., D. C.	204,693	2.30	4,719 46	4,719 46	.....
New York & Harlem R. R. Co., D. C.	29,914	2.30	690 33	690 33	.....
New York Ry. Co., D. C.	1,330,904	1.69	22,578 21	.....	Cr. $22,578 21
New York Ry. Co., D. C.	1,264,870	1.64	20,799 78	.....	20,799 78
New York Edison Co., additional amount paid for year ended June 30, 1920 as per terms of contract	.....	.....	2,400 00	.....	2,400 00
Total	—	—	—	$971,702 59	[1] $903,279 65

CORPORATE DEFICIT		Amount
Deficit, June 30, 1919		*$972,251 95
Debit balance for year transferred from income		750,655 02
Second Ave. Receiver, adjustment of claim		12,698 82
Brooklyn & North River Co., common stock reduced from $25,000 book value to $1		24,999 00
Loss on surplus adjustments of controlled companies		148,405 10
Total		$1,909,009 89
Materials supplied in 1915 to 42d St., Manh. & St. N. Ave. Ry. Co.	$189 10	
Sale of automobiles, Union Railway Co. of New York City.	1,316 66	
To adjust overcharge on rent of equipment in 1918	600 00	
Adjustment of unpaid Special Franchise taxes	41,708 80	
Total deductions		43,814 56
Corporate deficit, June 30, 1920		$1,865,195 33

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. T Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; Attorney, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. M. Burghard, G. W Davison, A. R. Horr, S. W. Huff, A. Iselin, Jr., J. W. Jarvis, E. A. Manice, J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Straus, A. S. Webb.

Main Business Office.— 2396 Third avenue, New York, N. Y.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

[1] Consists of power purchased $805,058.08; power exchanged, Cr., $1,778.43.

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Third Avenue Railway Company

ADDENDUM

CONSOLIDATED GENERAL BALANCE SHEET, THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES, JUNE 30, 1920

ASSETS

Railroads and equipment		$30,998,101 22
Investments:		
Sinking funds	$157,062 80	
Funds for depreciation, etc., securities at cost	2,622,498 11	
Investment fund — securities at cost	254,388 97	
Liberty bonds	583,500 00	
Miscellaneous securities deposited under franchise and other requirements	223,600 00	
		3,241,049 88
Current assets:		
Cash	$394,373 18	
Special deposits	721,668 52	
Accounts receivable	375,320 98	
Materials and supplies	781,699 04	
		2,773,061 72
Deferred debit item:		
Insurance premiums and rents — unexpired proportion	$153,433 73	
Unamortized debt, discount and expense	1,212,220 66	
Miscellaneous	32,737 75	
		1,398,392 14
Total		$38,410,604 96

LIABILITIES

Capital stock:			
Third Avenue Railway Company — stock		$16,590,000 00	
Stock of controlled companies in hands of public		499,100 00	
			$17,089,100 00
Funded debt:			
Third Avenue Railway Company bonds:			
First mortgage 3% bonds	$5,600,000 00		
First refunding mortgage 4% bonds	21,990,000 00		
Adjustment mortgage 5% income bonds	22,536,000 00		
		$49,526,500 00	
Bonds of controlled companies in hands of public		6,628,361 25	
			56,154,861 25
Current and accrued liabilities:			
Accounts and wages payable		$588,926 49	
Interest matured and unpaid		628,881 25	
Interest accrued — (not including interest on adjustment mortgage bonds)		78,605 00	
Taxes accrued		652,822 91	
			1,949,235 65
Interest on adjustment mortgage bonds			3,610,100 00
Reserves:			
For depreciation adjustments, injuries, etc.		$9,010,480 55	
Excess of book value over cost of controlled companies securities owned		1,849,337 75	
			10,859,818 30
Corporate deficit:			
Balance at July 1, 1919	*$202,991 30*		
Profit and loss charges — net	*204,123 39*		
		$407,114 69	
Deficit from operations — year ended June 30, 1920		*845,395 55*	
			1,252,510 24
Total			$38,410,604 96

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Third Avenue Railway Company

ADDENDUM — *Concluded*

CONSOLIDATED STATEMENT OF INCOME, THIRD AVENUE RAILWAY COMPANY AND CONTROLLED COMPANIES, YEARS ENDED JUNE 30, 1920 AND 1919

	1920	1919	Increase or (D) decrease
Operating revenue:			
Transportation	$11,431,401 86	$10,023,337 67	$1,408,064 19
Advertising	108,244 38	100,000 00	8,244 38
Rent of equipment	5,326 85	20,428 80	D 15,101 95
Rent of tracks and terminals	58,886 83	77,992 57	D 19,105 74
Rent of buildings and other property	122,163 19	108,018 34	19,144 85
Sale of power	26,046 56	38,670 35	D 12,623 79
Total operating revenue	$11,752,069 67	$10,363,447 73	$1,388,621 94
Operating expenses:			
Maintenance of way and structures	$1,607,496 81	$1,121,556 67	$485,940 14
Maintenance of equipment	1,218,980 69	1,013,662 11	205,318 58
Depreciation accruals	112,320 15	59,769 68	52,550 47
Power supply	923,433 94	822,477 61	100,956 33
Operation of cars	4,102,992 43	3,424,465 89	678,526 54
Injuries to persons and property	832,414 96	845,653 82	D 13,238 86
General and miscellaneous expenses	487,083 26	453,497 60	33,585 66
Total operating expenses	$9,284,722 24	$7,741,083 38	$1,543,638 86
Net operating revenue	$2,467,347 43	$2,622,364 35	D $155,016 92
Taxes	816,938 58	818,060 36	D 1,121 78
Operating income	$1,650,408 95	$1,804,303 99	D $153,895 14
Interest revenue	191,909 01	156,882 73	35,026 28
Cross income	$1,842,317 86	$1,961,186 72	D $118,868 86
Deductions from gross income:			
Interest on first mortgage bonds	$548,080 00	$548,080 00	.....
Interest on first mtge bonds	879,620 00	879,620 00	.....
Interest on adjustment mtge. bonds	1,126,800 00	1,126,800 00	.....
Track and terminal privileges	12,462 94	12,500 07	D $37 13
Miscellaneous rent deductions	12,902 64	10,773 32	2,129 32
Amortization of debt discount and expense	19,786 65	19,320 30	466 35
Amortization of limited franchises	23,286 48	8,273 30	15,013 18
Sinking fund accruals	33,480 00	33,480 00	.....
Miscellaneous	31,294 70	42,395 80	D 11,101 10
Total deductions	$2,687,713 41	$2,681,242 79	$6,470 62
Net income (deficit)	*$845,395 55*	*$720,056 07*	D $125,339 48

Note.— Figures in italics denote deficits.

THIRTY-FOURTH STREET CROSSTOWN RAILWAY COMPANY

LESSOR

Incorporated [March 18, 1896] as a consolidation of two companies. The New York Railways Company owns all the capital stock of this company, which was acquired December 30, 1911, by purchase and reorganization of the Metropolitan Street Railway Co.; it is also the operator of the property.

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Thirty-fourth Street Crosstown Railway Company

Important Changes during Year.— None.
Fixed Capital Changes during Year.— None.
Corporate Surplus.— None.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, F. Samuelson; General Attorney, Jas. L. Quackenbush.

Directors.— J. H. Campbell, Charles E. Dunlap, H. M. Fisher, E. F. J. Gaynor, B. J. Pepperman, W. Leon Pepperman, H. H. Vreeland, Charles E. Warren, D. W. Ross.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 28, 1920.

TWENTY-THIRD STREET RAILWAY COMPANY

LESSOR

Incorporated June 29, 1872; controlled by the New York Railways Co., which holds 5,066 out of 6,000 shares of capital stock outstanding. The New York Railways Co. as lessee has not paid that part of the rental consisting of 18% dividends on the capital stock ($108,000 per annum) since February 1, 1919, and the Receiver of that company to June 30, 1920, had neither affirmed nor disaffirmed the lease.

Important Changes during Year.— The trustee of the sinking fund acquired $6,000, par value, improvement and refunding mortgage 5% bonds of this company at a cost of $3,508.89. No new powers or franchises were acquired. Track in the Twenty-third Street yard was removed to the extent of 1,450 feet.

Fixed Capital Changes during Year.— None.

Corporate Surplus.— Credit balance at beginning of year, $120,577.06; net corporate income of year, $110,816.97. Surplus, June 30, 1920, $231,394.03. This includes rental accrued but unpaid, $155,250, which was not included in the balance sheet.

Officers.— President, H. H. Vreeland; Vice-President, W. Leon Pepperman; Secretary, H. M. Fisher; Assistant Secretary, A. C. Wigren; Treasurer, J. H. Campbell; Auditor, F. Samuelson; General Attorney, James L. Quackenbush.

Directors.— J. H. Campbell, H. M. Fisher, E. F. J. Gaynor, Frank Hedley, W. Leon Pepperman, E. E. Starboard, H. H. Vreeland, Charles E. Warren, D. W. Ross.

Main Business Office.— 165 Broadway, New York City.

Report verified by H. H. Vreeland, President, September 30, 1920.

UNION RAILWAY COMPANY OF NEW YORK CITY

Incorporated April 20, 1892. [In January, 1899, control of the company through acquisition of its capital stock was obtained by the Third Avenue Railroad Company, which was succeeded, January 1, 1912, pursuant to a plan of re-organization, by the Third Avenue Railway Company.]

The company controls the Bronx Traction Company through entire stock ownership.

Important Changes during Year.— The length of track operated was decreased .255 miles due to removal of connecting curves and sidings. Investments were as follows: Advances to Bronx Traction Co. were increased over 1919 by $15,402.94. Purchased Third Avenue Railway Co. 1st refunding 4% mortgage bonds, par value $27,500, actual money cost and amount at which carried on books, $14,675.54. No new powers or franchises were acquired.

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Union Railway Company of New York City

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Street railway franchises	$1 68	.....	.....
Rails, rail fastenings and joints	1,620 73	.....	$316 20
Ties	2,428 00	.....	226 80
Special work	1,605 75	.....	.....
Track laying and surfacing	586 14	.....	.....
Paving	1,919 55	.....	.....
Poles and fixtures	70 58	.....	.....
Distribution system	1,052 82	.....	.....
Stations, waiting rooms, and misc. buildings	340 12	.....	.....
Revenue cars	67,031 02	.....	.....
Electric equipment of cars	71,708 98	.....	.....
Engineering and superintendence	135 00	.....	.....
Total	$148,500 37	.....	$543 00

Expenditures for Principal Projects

Purchase of fifty cars	$64,612 36
Making alterations for control by one man	71,026 87
Alterations of six cars, Nos. 311 to 316, for control by one man	1,797 58
Burnside avenue from Creston to Anthony, improvements installed during reconstruction	1,080 22
Installation of heat regulators on 31 cars	1,303 19
169th street west of Boston road — installation of a cross over	1,664 83
Macombs Dam bridge and approach, improvements installed during re-construction	1,120 82
Minor projects	5,894 50
Total	$148,500 37

Detail of Property Retired during Year from Fixed Capital, December 31, 1908.— Estimated original costs as follows: One double track crossover removed from Boston road north of 178th street, $2,660; third track and special work removed from Webster avenue at Bedford Park station, consisting of these items: 491 ft. straight track at $2.31, $1,134; 1 crossover and 2 turnout ends, $2,400; 494 ft. asphalt block pavement at $2.90, $1,433; total, $4,967; 1 wrecker, less electrical equipment, $1,500; 6-28 foot P. A. Y. E. cars Nos. 385 to 390, less electrical equipment, $18,900; 6 open cars, each equipped with two W. H. 56 motors, $16,800; total retired, $44,827.

Accounts Credited: Track and roadway construction, $7,627.00; cars, $37,200.00.

Detail of Equipment Retired during Year from Fixed Capital since December 31, 1908.— None.

Power Bought, Sold or Exchanged

NAME OF COMPANY		Total number of kw.hrs. delivered	Average price per kw.hr. (cents)	Total price	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power bought						
Third Avenue Ry. Co.	A.C.	33,258,935	1.36	$452,980 40	.....	$452,980 40
Third Avenue Ry. Co.	D.C.	727,461	1.59	11,591 94	.....	11,591 94
Total		33,986,396	—	$464,572 34	.....	$464,572 34

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Union Railway Company of New York City

Power Bought, Sold or Exchanged — Concluded

NAME OF COMPANY		Total number of kw. hrs. delivered	Average price per kw. hr. (cents)	Total price	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power exchanged						
Westchester Elec. R. R.	D.C.	395,625	1.50	$5,936 99	.....	$5,936 99
Westchester Elec. R. R.	D.C.	548,991	1.59	8,739 34	.....	Cr. 8,739 34
N. Y. C. Interborough	D.C.	4,851,411	1.58	77,021 51	.....	Cr. 77,021 51
Yonkers R. R.	D.C.	140,280	1.61	2,267 75	.....	Cr. 2,267 75
So. Boulevard R. R.	D.C.	2,234,885	1.60	35,884 29	.....	Cr. 35,884 29
Balance		—	—	—	.....	Cr. $117,975 90
Power sold						
N. Y., N. H. & H. R. R.	D.C.	5,642	8.00	$451 36	$451 36	.....
Interborough Rapid Transit	D.C.	32,310	2.29	740 74	740 74	.....
Hupfels	D.C.	1,225	5.00	61 25	61 25	.....
Total		39,177	—	$1,253 35	$1,253 35	.....

CORPORATE SURPLUS

Surplus, June 30, 1920		$757,872 71
Shares of selling prices of automobiles — Third Avenue Railway Co.		750 00
		$758,622 71
Debit balance for year transferred from income account	$86,266 91	
Bad debts written off	1,887 76	
Other deductions from surplus: adjustment of special franchise tax accruals for years 1900, 1910 to 1917, inclusive	84,359 18	
Third Avenue Ry. Co., adjustment of credit for use of 20 revenue cars in 1918	600 00	
To write off 13 cars, cross-over track, and overhead trolley retired	13,775 23	
		186,889 08
Corporate surplus June 30, 1920		$571,733 63

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, J. Maroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; Attorney, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. M. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, W. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Straus.

Main Business Office.— 2396 Third avenue, New York City.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

THE VAN BRUNT STREET AND ERIE BASIN RAILROAD COMPANY

Incorporated February 15, 1861.

The stockholders and the number of votes to which they were entitled January 28, 1920, were as follows: John F. Murphy, Wyllys Terry, Dennis W. Sullivan, and John A. Foulds as Trustees, 13,261; Joseph C. Hecker, Jr., 2,410; Andrew D. Parker, 2,278; Martin J. Burns, 668; Emma C. Taylor, 666; Esther C. M. McCullough, 267; Pomroy Bros., 132; John J. Allen, 120; Mary B. Terry, 36; John F. Murphy, James J. Terry, Dennis W. Sullivan, D. W. Binns, Thomas J. Cunningham, and Edward M. De Castro, 1 each.

Important Changes during Year.— Transfers to and from the Hamilton Avenue Line were discontinued. No new powers or franchises were acquired.

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The Van Brunt Street and Erie Basin Railroad Company

Fixed Capital Changes during Year.— None.

Power Bought.— From the Brooklyn Heights R. R. Co. on the basis of 4½ cents per car mile traveled, $10,492.63, charged to operating expenses.

CORPORATE SURPLUS

Surplus June 30, 1919	$67,075 42
Credit balance for year transferred from income account	11,737 72
Total	$78,813 14
Dividends, 5 per cent declared on $200,000 capital stock	10,000 00
Surplus, June 30, 1920	$68,813 14

Officers.— President and General Superintendent, John F. Murphy; Vice-President, Dennis W. Sullivan; Secretary and Treasurer, Wyllys Terry.

Directors.— John F. Murphy, Wyllys Terry, Dennis W. Sullivan, Edward M. De Castro, James T. Terry, John A. Foulds, Andrew D. Parker.

Main Business Office.— 264 Van Brunt street, Brooklyn, N. Y.

Report verified by Wyllys Terry, Treasurer, September 30, 1920.

THE WESTCHESTER ELECTRIC RAILROAD COMPANY

Incorporated March 27, 1891. [In January, 1899, control of the company was acquired through acquisition of its capital stock by the Third Avenue Railroad Company, which was succeeded, January 1, 1912, pursuant to plan of re-organization, by the Third Avenue Railway Company.]

Important Changes during Year.— The length of the company's entire track was increased by 0.403 miles, of which 0.115 was in New York City on Webster avenue to crossover at 198th street; 0.287 miles in Mt. Vernon on North Third avenue from East 1st street to Oakley avenue; 0.001 miles in Eastchester due to remeasurement of White Plains road from Mill road to Scarsdale line. Road was put into operation as follows: from North 4th avenue and 1st street in Mount Vernon to White Plains road and Scarsdale line, in Eastchester, known as the Bronxville line; length of road, 4.964 miles and of track 5.40 miles; operation was begun February 26, 1920. No new powers or franchises were acquired.

Fixed Capital Changes during Year

(For balance in each fixed capital account at close of year, see Table XVIII.)

TITLE OF ACCOUNT	INSTALLED DURING YEAR Additions	Replacements	Retired during year
Ties	$200 00	.....	.....
Rails, rail fastenings and joints	297 60	.....	.....
Paving	3,733 55	.....	.....
Crossings, fences and signs	25,000 00	.....	.....
Interlocking and other signal apparatus	445 05	.....	.....
General office buildings and fixtures	.....	.....	$46,917 68
Revenue cars	4,065 39	.....	.....
Electric equipment of cars	5,159 46	.....	.....
	$38,901 05	.....	$46,917 68

Expenditures for Principal Projects

Alteration of 15 cars, Nos. 336 to 350, to be controlled by one man	$6,302 58
Main street, Highland avenue, to Hall avenue, Eastchester, improvements installed during reconstruction of tracks and pavement	3,263 53
Alteration of 5 cars, Nos. 331 to 335, to be controlled by one man	1,977 43
Payment to City of Mt. Vernon in settlement of claims for cost of changing grade crossings	25,000 00

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The Westchester Electric Railroad Company

Detail of Property Retired during Year from Fixed Capital December 31, 1908.— Reduction in valuation of land on South Fifth avenue, Mt. Vernon, by the difference between the amount received for land and office building, which have been sold ($66,000.00, less expense, $141.50) and the original cost of the office building ($46,917.68), $18,940.82. *Account credited* — Purchase of constructed road, $18,940.82.

Power Bought, Sold or Exchanged

NAME OF COMPANY		Total number of kw. hrs. delivered	Average price per kw.hr. (cents)	Total amount	Amount credited to revenue	Amount debited or (Cr.) credited to expense
Power purchased						
Third Avenue Ry. Co.	A.C.	8,194,000	1.35	$111,624 70	.....	$111,624 70
Power exchanged						
Union Ry. Co. of N. Y. C.	D.C.	548,991	1.59	$8,739 34	.....	$8,739 34
Union Ry. Co. of N. Y. C.	D.C.	395,625	1.50	5,936 99	.....	Cr. 5,936 99
Yonkers R. R. Co.	D.C.	784,094	1.59	12,455 66	.....	Cr. 12,455 66
N. Y., Westchester & Conn. Traction Co.	D.C.	530,666	1.60	8,468 21	.....	Cr. 8,468 21
Balance		—	—	.....	.....	Cr. $18,121 52
Power sold						
N. Y. & Stamford R. R. Co.	D.C.	[1] 63,682	—	$3,120 32	$3,120 32	.....
Westchester Street R. R. Co.	D.C.	[1] 134,280	—	6,579 58	6,579 58	.....
Total		—	—	.....	$9,699 90	.....

CORPORATE DEFICIT

Deficit June 30, 1919		$1,403,198 26
Debit balance for year transferred from income		129,320 32
Adjustments:		
Reserve for doubtful accounts	$33,706 04	
Tickets sold in 1917 credited to income instead of to tickets outstanding as liability	900 00	
		34,606 04
Corporate deficit, June 30, 1920		$1,567,119 62

Officers.— President, S. W. Huff; Vice-President, L. Sutherland; Secretary, W. C. Burrows; Assistant Secretary, I. Moroney; Treasurer, A. D. Sage; Assistant Treasurer, F. Kessel; Auditor, B. G. Steinetz; Assistant Auditor, W. Farrington; Attorney, A. T. Davison; Claim Agent, J. W. Yenson; Superintendent of Transportation, W. E. Thompson; General Purchasing Agent, C. Witzel.

Directors.— E. N. Burghard, G. W. Davison, S. W. Huff, A. Iselin, Jr., J. W. Platten, A. E. Roosevelt, J. H. Seaman, F. H. Shipman, L. F. Straus.

Main Business Office.— 2396 Third avenue, New York City.

Report verified by A. D. Sage, Treasurer, September 30, 1920.

[1] The charge for power is based on a price of 4.9 cents per car mile.

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TABLE I. TRACK MILEAGE

Operating and Lessor Street Railways (Lessors indented)	Miles of Road on First Track			Miles of Main Track other than first		
	On streets or other public ways	On private right of way	Total	Second track	Third to fifth tracks	Total
Rapid Transit						
Interborough Rapid Transit:						
City of New York:						
Contracts 1 and 2 — Underground	19.560	.....	19.560	18.930	16.940	55.430
Contracts 1 and 2 — Elevated	6.160	.....	6.160	6.160	5.240	17.560
Contract 3:						
Queensboro subway	*8.730*	*0.450*	*9.180*	*9.180*	*6.410*	***24.770***
Trunk — Underground	1.370	0.340	1.710	1.710	.....	3.420
Trunk — Elevated	0.820	0.110	0.930	0.930	0.480	2.340
Astoria branch, elevated	2.330	.....	2.330	2.330	2.020	6.680
Corona branch, elevated	4.210	.....	4.210	4.210	3.910	12.330
Lexington Avenue line — Underground	6.050	0.530	6.580	5.980	11.230	23.790
Lexington Avenue line — Elevated	5.000	0.010	5.010	5.010	5.380	15.400
Seventh Avenue line, underground	6.420	0.080	6.500	6.420	6.560	19.480
Pelham Park line — Underground	3.050	0.050	3.100	3.100	2.870	9.070
Pelham Park line — Elevated	2.010	.....	2.010	2.010	2.010	6.030
White Plains Road line, elevated	3.770	0.720	4.490	4.490	4.490	13.470
B'klyn line (Atlantic Avenue station), und	.....	.....	.....	.....	0.250	0.250
Total — Subway division	*60.750*	*1.840*	*62.590*	*61.280*	*61.380*	***185.250***
Underground	*36.450*	*1.000*	*37.450*	*36.140*	*37.850*	***111.440***
Elevated	*24.300*	*0.840*	*25.140*	*25.140*	*23.530*	***73.810***
Manhattan Railway and extensions[1]	36.920	1.870	38.790	38.790	33.550	111.130
City of New York: Queensboro bridge	1.350	.....	1.350	1.350	.....	2.700
Total — Elevated division[1]	*38.270*	*1.870*	*40.140*	*40.140*	*33.550*	***113.830***
Total — Interborough Rapid Transit	*99.020*	*3.710*	*102.730*	*101.420*	*94.930*	***299.080***
New York Consolidated	27.064	15.719	42.783	42.755	9.172	94.710
City of New York: Brooklyn bridge	1.248	.....	1.248	1.244	.....	2.492
New York Municipal[2]	6.658	4.125	10.783	10.780	22.364	43.927
City of New York	*29.453*	.....	*29.453*	*29.640*	*24.648*	***83.441***
Centre Street loop	1.125	.....	1.125	1.125	1.735	3.985
Williamsburg bridge	1.635	.....	1.635	1.635	.....	3.270
4th Ave. (Bn.), New Utrecht Ave. and Culver lines	17.364	.....	17.364	17.251	15.130	49.753
Manhattan bridge[4]	2.524	.....	2.524	2.524	.....	5.048
B'way (Mn.) and Canal street[5]	6.805	.....	6.805	6.805	7.775	21.385
Total — New York Consolidated	*64.423*	*19.844*	*84.267*	*84.119*	*56.184*	***224.570***
Hudson & Manhattan	3.437	4.432	7.869	7.882	0.765	16.516
Total — Rapid Transit	166.880	27.986	194.866	193.421	151.879	540.166
City owned	*92.801*	*1.840*	*94.641*	*93.214*	*86.028*	***273.883***
Company owned	*74.079*	*26.146*	*100.225*	*100.207*	*65.851*	***266.283***

NOTE.— Where track is owned jointly, only the proportionate share of each company is included under each. Where track is operated under a joint franchise, it is assigned to the owning company if definitely known; otherwise it is divided between the participating companies. Track owned under franchise with right of reversion in the city is classed as "owned." Mileage under trackage rights that involve duplicate use of tracks, is, of course, not included under the company exercising such rights.

Returns of trackage have often been slightly inaccurate and inconsistent. Prior to the 1917 tabulation, the published figures were those returned for the close of the year. In the 1917 to 1919 tables, they were the 1916 figures as modified by returns of new or removed track. In the 1920 tabulation, the earlier method has been resumed; but the north pair of "surface" tracks on the Williamsburg bridge has been apportioned between the N. Y. Rys. and the Dry Dock on the basis of tolls paid, instead of assigning them entirely to the former as being the company with which the city directly entered into the bridge privilege agreement. By reason of these changes, the 1920 mileage of some surface companies is not comparable with previously published figures.

[1] Includes underground, 0.290 miles of first track and 0.290 miles of second.

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OWNED, JUNE 30, 1920

Miles of Running Track		Miles of track in car-houses, shops, etc.	Total miles of all track	Miles Added during Year		Miles of Track Classed According to Mode of Operation			
Other than main (sidings and turnouts)	Total			New road	New track	Overhead contact	Third-rail contact	Underground contact	Storage battery
2.320	57.750	5.220	62.970	.....	.....	.....	62.970	.....	.....
0.820	18.380	3.940	22.320	.....	.....	.....	22.320	.....	.....
0.690	*25.460*	.....	*25.460*	.....	.....	.....	*25.460*	.....	.....
0.060	3.480	.....	3.480	.....	.....	.....	3.480	.....	.....
0.160	2.500	.....	2.560	.....	.....	.....	2.500	.....	.....
0.190	6.870	.....	6.870	.....	.....	.....	6.870	.....	.....
0.280	12.610	.....	12.610	.....	.....	.....	12.610	.....	.....
1.130	24.920	.....	24.920	.....	.....	.....	24.920	.....	.....
0.270	15,670	.....	15,670	.....	.....	.....	15.670	.....	.....
0.920	20.400	.....	20.400	.....	.....	.....	20,400	.....	.....
0.250	9.320	.....	9.320	.....	.....	.....	9,320	.....	.....
0.100	6.130	.....	6.130	2.010	6.130	.....	6,130	.....	.....
0.330	13.800	.....	13.800	.....	.....	.....	13.800	.....	.....
0.020	0.270	.....	0.270	.....	.....	.....	0.270	.....	.....
6.550	*192.100*	*9.160*	*201.260*	*2.010*	*6.130*	.....	*201.260*	.....	.....
4.700	*116.140*	*5.220*	*121.360*	.....	.....	.....	*121.360*	.....	.....
2.150	*75.960*	*3.940*	*79.900*	*2.010*	*6.130*	.....	*79.900*	.....	.....
5.950	117.080	15.370	132.450	.....	D 0.110	.....	132.450	.....	.....
0.080	2.730	.....	2.730	.....	.....	.....	2.730	.....	.....
5.980	*119.810*	*15.370*	*135.180*	.....	*D 0.110*	.....	*135.180*	.....	.....
12.530	*311.910*	*24.530*	*336.440*	*2.010*	*6.020*	.....	*336.440*	.....	.....
5.364	100.074	6.562	106.636	.....	.....	.....	[2] 106.636	.....	.....
0.494	2.986	0.880	3.866	.....	.....	.....	3.866	.....	.....
.....	43.927	6.193	50.120	0.362	0.724	.....	50.120	.....	.....
.....	*83.441*	.....	*83.441*	*2.599*	*6.892*	.....	*83.441*	.....	.....
.....	3.985	.....	3.985	.....	.....	.....	3.985	.....	.....
.....	3.270	.....	3.270	.....	.....	.....	3.270	.....	.....
.....	49.753	.....	49.753	0.738	1.476	.....	49.753	.....	.....
.....	5.048	.....	5.048	.....	.....	.....	5.048	.....	.....
.....	21.385	.....	21.385	1.861	5.416	.....	21.385	.....	.....
5.858	*230.428*	*13.635*	*244.063*	*2.961*	*7.616*	.....	*244.063*	.....	.....
0.332	16.848	1.920	18.768	.....	.....	.....	18.768	.....	.....
19.020	559.186	40.085	599.271	4.971	13.636	.....	599.271	.....	.....
7.374	*281.287*	*10.040*	*291.297*	*4.609*	*13.022*	.....	*291.297*	.....	.....
11.646	*277.929*	*30.045*	*307.974*	*0.362*	*0.614*	.....	*307.974*	.....	.....

[1] Of this mileage, 5.010 is also usable for overhead trolley.

[2] Consists of Myrtle Avenue connection, between Broadway (Bn.) and Myrtle Avenue lines; Fulton Street, from Nostrand avenue to Sackman street (third track only); Broadway (Bn.), from Havemeyer street to East New York (third track only); Jamaica avenue from Crescent street to Cliffside avenue; Liberty Avenue, from borough line to Lefferts avenue; Lutheran line, from Myrtle avenue to Fresh Pond road; Lutheran yard and yard at 38th street; Sea Beach line, from junction of Fourth Avenue subway and Sea Beach line to 86th street (third to fifth tracks only) and West End line, from Stillwell avenue and Avenue Y to south end of platform of Stillwell Avenue terminal; Coney Island terminal from Stillwell avenue to Neptune avenue.

[3] Differs from prior Reports in that both pairs of rapid-transit tracks are included, the northerly having previously been included on next line.

[4] Includes Brooklyn track from Gold street to Manhattan bridge, but this year excludes that bridge.

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TABLE I. Track mileage owned,

Operating and Lessor Street Railways (Lessors indented)	Miles of Road or First Track			Miles of Main Track		
				Other than first		
	On streets or other public ways	On private right of way	Total	Second track	Third to fifth track	Total
Manhattan and Bronx Surface [1]						
Third Avenue	12.983	.....	12.983	12.631	.....	25.614
Kingsbridge Railway	3.343	.....	3.343	3.343	.....	6.686
Total — Third Avenue	*16.326*	.....	*16.326*	*15.974*	.....	*32.300*
Belt Line	8.824	.....	8.824	8.136	.....	16.960
Dry Dock, E. B'way & B	9.862	.....	9.862	5.462	.....	15.324
City of New York: Williamsburg bridge [3]	0.539	.....	0.539	0.507	.....	1.046
Total — Dry Dock, E. B'way & B.	*10.401*	.....	*10.401*	*5.969*	.....	*16.370*
42d St., Manh. & St. N. Ave	9.257	.....	9.257	8.892	.....	18.149
Third Avenue Bridge [4]	0.240	.....	0.240	.....	.....	0.240
City of New York; Queensboro bridge [4]	0.242	.....	0.242	0.241	.....	0.483
Total — 42d St., Manh. & St. N. Ave.	*9.739*	.....	*9.739*	*9.133*	.....	*18.872*
Mid-Crosstown [5]	4.219	.....	4.219	0.944	.....	5.163
New York City Interborough [6]	17.482	.....	17.482	16.251	.....	33.733
Pelham Park & City Island [5]	2.887	.....	2.887	.....	.....	2.887
Southern Boulevard	4.881	.....	4.881	4.848	.....	9.729
Union	47.942	.....	47.942	47.593	.....	95.535
New York City Interborough [7]	1.953	.....	1.953	1.945	.....	3.898
Bronx Traction	12.306	.....	12.306	11.337	.....	23.643
City of New York	0.269	.....	0.269	0.269	.....	0.538
Total — Union	*62.470*	.....	*62.470*	*61.144*	.....	*123.614*
Westchester Electric	29.555	0.348	29.903	7.754	.....	37.657
N. Y., Westch. & Conn. Traction [7]	1.235	.....	1.235	0.028	.....	1.263
Total — Westchester Electr c	*30.790*	*0.348*	*31.138*	*7.782*	.....	*38.920*
Third Ave. system in N. Y. City	*168.019*	*0.348*	*168.367*	*130.181*	.....	*298.548*
City of New York: Manhattan bridge [3]	1.280	.....	1.280	1.280	.....	2.560
Second Avenue, Receiver	12.214	.....	12.214	11.592	.....	23.806
New York Railways, Receiver	24.804	.....	24.804	18.238	.....	43.042
Bleecker Street & Fulton Ferry	1.458	.....	1.458	1.311	.....	2.769
Broadway & Seventh Avenue	5.147	.....	5.147	4.805	.....	9.952
Christopher & 10th Street	3.034	.....	3.034	1.057	.....	4.091
Fort George & Eleventh Avenue	0.840	.....	0.840	0.840	.....	1.680
42d Street & Grand Street Ferry	3.657	.....	3.657	2.332	.....	5.989
Sixth Avenue	6.161	.....	6.161	5.802	.....	11.963
34th Street Crosstown	0.824	.....	0.824	0.825	.....	1.649
23d Street	2.231	.....	2.231	1.947	.....	4.178
City of New York: Williamsburg bridge [3]	1.079	.....	1.079	1.012	.....	2.091
Total — N. Y. Railways	*49.235*	.....	*49.235*	*38.169*	.....	*87.404*
Eighth Avenue	9.518	.....	9.518	9.290	.....	18.808
Ninth Avenue	10.335	.....	10.335	6.232	.....	16.567
New York & Harlem	9.039	.....	9.039	8.437	.....	17.476
City of New York: Transverse road	0.657	.....	0.657	0.656	.....	1.316
Total — New York & Harlem	*9.696*	.....	*9.696*	*9.093*	.....	*18.789*
Total	260.297	0.348	260.645	205.837	.....	466.482

[1] The Brooklyn & North River lost its franchise before close of year and never owned any track; see also note 9.

[2] Includes entrance track, 0.447.

[3] North pair of tracks apportioned to the two operating companies on basis of car tolls: N. Y. Rys., ⅔; Dry Dock, ⅓.

[4] Included in order to account for all track in First District although lessee ceased operation August 31, 1919, and Third Avenue Bridge subsequently forfeited its franchise.

[5] Operation discontinued Aug. 9, 1919.

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TABLE I. Track mileage owned.

Operating and Lessor Street Railways (Lessors indented)	Miles of Road or First Track			Miles of Main Track		
				Other than first		
	On streets or other public ways	On private right of way	Total	Second track	Third to fifth track	Total
Brooklyn and Queens Surface						
Brooklyn City	98.725	7.662	106.387	101.655	.....	208.042
City of New York { Brooklyn bridge[1]	0.836	.....	0.836	0.831	.....	1.667
City of New York { Williamsburg bridge[2]	1.501	.....	1.501	1.492	.....	2.993
Total — Brooklyn City	*101.062*	*7.662*	*108.724*	*103.978*	.....	*212.702*
Brooklyn Heights	0.520	2.564	3.084	1.780	.....	4.864
Brooklyn, Queens Co. & Sub., Receiver[4]	20.249	10.997	31.246	30.521	.....	61.767
Coney Island & Brooklyn, Receiver	21.330	1.236	22.566	21.978	.....	44.544
De Kalb Ave. & North Beach	0.440	.....	0.440	0.440	.....	0.880
City of New York { Brooklyn bridge	0.223	.....	0.223	0.222	.....	0.445
City of New York { Williamsburg bridge	0.286	.....	0.286	0.284	.....	0.570
Total — Coney Island & Brooklyn	*22.279*	*1.236*	*23.515*	*22.924*	.....	*46.439*
Coney Island & Gravesend	4.156	.....	4.156	3.307	.....	7.463
Nassau Electric, Receiver[4]	63.722	5.949	69.671	68.083	0.168	137.922
City of New York: Brooklyn bridge	0.335	.....	0.335	0.332	.....	0.667
Total — Nassau Electric	*64.057*	*5.949*	*70.006*	*68.415*	*0.168*	*138.589*
South Brooklyn	.....	0.459	0.459	0.459	.....	0.918
Prospect Park & Coney Island	0.337	5.934	6.271	6.271	.....	12.542
New York & Coney Island	.....	1.855	1.855	0.973	.....	2.828
Prospect Park & South Brooklyn	.....	1.155	1.155	1.155	.....	2.310
Total — South Brooklyn	*0.337*	*9.403*	*9.740*	*8.858*	.....	*18.598*
Total — B. R. T. surface	*212.660*	*37.811*	*250.471*	*239.783*	*0.168*	*490.422*
Bush Terminal	0.982	0.546	1.528	0.982	.....	2.510
Manhattan Bridge 3-Cent Line	0.795	.....	0.795	0.795	.....	1.590
City of New York; Manhattan bridge	1.437	.....	1.437	1.425	.....	2.862
Total — Manh. Bridge 3-Cent Line	*2.232*	.....	*2.232*	*2.220*	.....	*4.452*
Marine	0.650	0.710	1.360	0.788	.....	2.148
Van Brunt St. & Erie Basin	1.060	0.100	1.160	1.160	.....	2.320
Other Brooklyn surface	*4.924*	*1.356*	*6.280*	*5.150*	.....	*11.430*
New York & Queens County	31.800	5.620	37.420	32.560	.....	69.980
City of New York; Queensboro bridge	0.764	.....	0.764	0.764	.....	1.528
Total — N. Y. & Queens Co.	*32.564*	*5.620*	*38.184*	*33.324*	.....	*71.508*
Long Island Electric	12.170	3.530	15.700	7.750	0.170	23.570
New York & Long Island	28.590	7.700	36.290	.....	.....	36.290
Ocean Electric	4.686	0.152	4.838	3.281	.....	8.119
Rockaway Electric	0.165	0.014	0.179	0.178	.....	0.357
Total — Ocean Electric	*4.851*	*0.166*	*5.017*	*3.459*	.....	*8.476*
New York & North Shore[5]	26.030	3.390	29.420	7.750	.....	37.170
Manhattan & Queens, Receivers	9.580	.....	9.580	9.370	.....	18.950
City of New York: Queensboro bridge	0.274	.....	0.274	0.274	.....	0.548
Total — Manhattan & Queens	*9.854*	.....	*9.854*	*9.644*	.....	*19.498*
Other Queens surface	*114.059*	*20.406*	*134.465*	*61.677*	*0.170*	*196.512*
Total	331.643	59.573	391.216	366.810	0.338	698.364
Richmond Surface						
Richmond Light & R. R., Receiver	16,940	0.350	17.290	12.540	.....	29.830
Staten Island Midland, Receiver[6]	17,940	0.130	18.070	12.150	.....	30.220
Southfield Beach	.....	1.570	1.570	1.570	.....	3.140
Total	34.880	2.050	36.930	26.260	.....	63.190
Total, street-surface roads	626.820	61.971	688.791	538.907	0.338	1,228,036
Grand total	793.700	89.957	883.657	732.328	152.217	1,768.202

[1] This Brooklyn bridge track used by surface lines is apportioned in accordance with the terms of the agreement between the city and the companies having right thereon. The per cent of the Brooklyn Heights is 60, of the Nassau Electric, 24, and of the C. I. & Brooklyn, 16.

[2] The mileage appertaining to the south pair of surface tracks on Williamsburg bridge (used by Brooklyn companies) is apportioned in accordance with the terms of the agreement with companies granted right thereon by the city. The formal division assigns to the Brooklyn City (as successor of the Brooklyn Heights), 84 per cent, and to the C. I. & Brooklyn, 16 per cent.

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TABLE II. ROLLING STOCK: (A) Number of

Operating Street Railways	Passenger			
	Propulsion		Form of title	
	Electric contact	Other [1]	Owned	Leased
Rapid Transit				
Interborough Rapid Transit	2,770	[2] 1,259	1,137	[3] 2,892
New York Consolidated, Receiver	1,254	[2] 260	917	597
Hudson & Manhattan	226	.....	140	[4] 86
Total	4,250	1,519	2,194	3,575
Manhattan and Bronx Surface				
Third Avenue	357	.....	357	.....
Belt Line	40	26	26	40
Dry Dock, E B'way & B	60	50	50	60
42d St., Manh. & St. N. Ave	140	31	106	65
Mid-Crosstown	.....	.....	.....	.....
New York City Interborough	124	.....	54	70
Pelham Park & City Island	.....	.....	.....	.....
Southern Boulevard	40	.....	.....	40
Union	385	50	147	288
Westchester Electric	114	.....	20	94
Third Ave. system in city	*1,960*	*157*	*760*	*657*
Brooklyn & North River	.....	.....	.....	.....
Second Avenue, Receiver	211	.....	[6] 211	.....
New York Railways, Receiver [7]	1,333	116	[7] 1,449	.....
Eighth Avenue [7]	85	.....	[7] 85	.....
Ninth Avenue [7]	40	.....	[7] 40	.....
N. Y. & Harlem [7]	143	.....	[7] 143	.....
Total	3,072	273	2,688	657
Brooklyn and Queens Surface				
Brooklyn City	1,273	[2] 54	683	644
Brooklyn Heights, Receiver	31	[2] 9	8	32
Bridge Operating	20	.....	20	.....
Brooklyn, Queens Co. & Sub., Receiver	287	[2] 4	291	.....
Coney Island & Brooklyn, Receiver	470	[2] 5	475	.....
Coney Island & Gravesend [13]	.....	.....	.....	.....
Nassau Electric, Receiver	1,226	[2] 28	1,203	51
South Brooklyn	12	.....	6	6
Brooklyn Rapid Transit surface	*3,319*	*100*	*2,686*	*733*
Bush Terminal	3	.....	3	.....
Manhattan Bridge 3-Cent Line	14	.....	14	.....
Marine	.....	3	.....	3
Van Brunt St. & Erie Basin	16	.....	16	.....
Other Brooklyn surface	*33*	*3*	*33*	*3*
New York & Queens County	196	.....	196	.....
Long Island Electric	36	.....	36	.....
New York & Long Island	36	.....	36	.....
Ocean Electric	27	.....	27	.....
New York & North Shore	13	.....	13	.....
Manhattan & Queens, Receivers	32	.....	32	.....
Other Queens surface	*340*	.....	*340*	.....
Total	3,692	103	3,059	736
Richmond Surface				
Richmond Light & R. R., Receiver	141	.....	141	.....
Staten Island Midland	7	.....	7	.....
Southfield Beach	4	.....	.....	4
Total	152	.....	148	4
Total, street-surface lines	6,916	376	5,895	1,397
Grand total	11,166	1,895	8,088	4,972

NOTE.— "Owned" means held under complete title; "leased", under some other form of title. The rolling stock used by the C. I. & Gravesend is reported by the Nassau Electric.

[1] Storage-battery unless otherwise specified. [2] Non-motor or "trailer." [3] Of these, 1,737 are leased from Manhattan Ry., 476 are held under Elevated Extension Certificate, and 679 under Contract 3. [4] Held under purchase agreement with Guaranty Trust Co. [5] In 1919, the rolling stock used by Southern Boulevard was reported by the Union, from which company it was leased by the month; in 1920 the 40 cars reported are leased from the Third Avenue by the year. [6] Excludes 64 not used. [7] Rolling stock shown under Eighth Avenue, Ninth Avenue and N. Y. & Harlem was turned over by N. Y. Railways, "the question as to ownership being one which is to be determined by an appropriate action in 'Receivership proceedings'". [8] N. Y. Railways' figures include 260 cars (seating capacity, 9,224) actually retired during year; the remaining decrease represents the cars turned over to three former lessor companies. See notes 7 and 9. [9] Decrease of N. Y. Railways cars represents cars turned over to three former lessor

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TABLE II. Rolling stock: (B) Seating capacity and

Operating Street Railways	Number of Cars, Average Capacity and				
	Open			Closed (number)	Convertible or semi-convertible (number)
	Number	Average capacity	Average weight (lbs.)		
Rapid Transit					
Interborough Rapid Transit	8	80	36,056	4,021	
New York Consolidated, Receiver				1,100	[2] 414
Hudson & Manhattan				226	
Total	8	80	36,056	5,347	414
Manhattan and Bronx Surface					
Third Avenue	35	55	26,750	130	[3] 192
Belt Line				66	
Dry Dock, E. B'way & B.				110	
42d St., Manh. & St. N. Ave.				[4] 31	[3] 140
New York City Interborough	28	59	26,821	62	[3] 34
Southern Boulevard	20	55	26,750	20	
Union	139	56	25,220	[5] 171	[3] 125
Westchester Electric	50	55	26,750	44	[3] 20
Third Ave. system in city	*278*	*56*	*25,976*	*654*	*511*
Second Avenue, Receiver	101	55	27,000	110	
New York Railways, Receiver	291	49	27,317	364	[6] 294
Eighth Avenue				85	
Ninth Avenue				40	
N. Y. & Harlem				143	
Total	664	53	26,719	1,876	805
Brooklyn and Queens Surface					
Brooklyn City	255	62	28,548	597	[7] 475
Brooklyn Heights, Receiver				19	[8] 21
Bridge Operating					[6] 20
Bklyn, Queens Co. & Sub., Receiver	100	65	29,870	14	[9] 177
Coney Island & Brooklyn, Receiver	259	61	25,000	[10] 195	[11] 21
Nassau Electric, Receiver	557	61	26,602	343	[12] 354
South Brooklyn				12	
Brooklyn Rapid Transit surface	*1,171*	*62*	*26,951*	*1,180*	*1,068*
Bush Terminal					[3] 3
Manhattan Bridge 3-Cent Line				14	
Marine				3	
Van Brunt St. & Erie Basin	7	50	21,750	9	
Other Brooklyn surface	*7*	*50*	*21,750*	*26*	*3*
New York & Queens County	45	50	13,730	110	[13] 41
Long Island Electric	20	54	15,370	11	[3] 5
New York & Long Island				11	[6] 25
Ocean Electric	11	48	34,700	12	[3] 4
New York & North Shore					[6] 13
Manhattan & Queens, Receivers				32	
Other Queens surface	*76*	*51*	*17,197*	*176*	*88*
Total	1,254	61	26,330	1,382	1,159
Richmond Surface					
Richmond Light & R. R., Receiver	83	53	17,000	58	
Staten Island Midland, Receiver	2	50	10,500	5	
Southfield Beach	4	45	17,000		
Total	89	53	16,854	63	
Total, street-surface lines	2,007	58	26,039	3,321	1,964
Grand total	2,015	58	26,079	8,668	2,378

[1] All cars in this column have a seating capacity of 75–84, except the 597 of the N. Y. Consolidated, which seat 78–90.
[2] Consists of 215 convertible and 199 semi-convertible.
[3] Convertible.
[4] Storage-battery.
[5] Includes 50 storage-battery.
[6] Semi-convertible.

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TABLE II. Rolling stock: (C) Age of passenger

Operating Street Railways	Number of Cars Built — Prior to 1891	1891–1895	1896–1900	1901–1905	1906–1910	1911–1916	1917–1919	1920	Total
Rapid transit									
Interborough Rapid Transit	717	169	.....	1,220	325	931	[2] 667	.....	4,029
New York Consolidated, Receiver	306	92	148	365	5	301	[3] 297	.....	1,514
Hudson & Manhattan	.....	.....	.....	.....	190	36	.....	.....	226
Total	1,023	261	148	1,585	520	1,268	964	.....	5,769
Manhattan and Bronx Surface									
Third Avenue	.....	.....	.....	.....	265	92	.....	.....	357
Belt Line	.....	.....	.....	.....	40	26	.....	.....	66
Dry Dock, E. B'way & B	.....	.....	.....	.....	60	50	.....	.....	110
42d St., Manh. & St. N. Ave	.....	.....	.....	.....	171	.....	.....	.....	171
New York City Interborough	.....	.....	.....	.....	42	82	.....	.....	124
Southern Boulevard	.....	.....	.....	.....	20	20	.....	.....	40
Union	.....	.....	.....	.....	200	185	[4] 50	.....	435
Westchester Electric	.....	.....	.....	.....	96	18	.....	.....	114
Third Ave. system in city	.....	.....	.....	.....	*894*	*473*	*50*	.....	*1,417*
Second Avenue, Receiver	.....	.....	211	.....	.....	.....	.....	.....	211
New York Railways, Receiver	.....	38	415	386	317	293	.....	.....	1,449
Eighth Avenue	.....	.....	85	.....	.....	.....	.....	.....	85
Ninth Avenue	.....	.....	40	.....	.....	.....	.....	.....	40
N. Y. & Harlem (from Feb. 1, '20)	.....	.....	23	.....	120	.....	.....	.....	143
Total	.....	38	774	386	1,331	766	50	.....	3,345
Brooklyn and Queens Surface									
Brooklyn City	.....	63	557	177	298	70	[4] 162	.....	1,327
Brooklyn Heights, Receiver	8	.....	.....	.....	13	.....	[4] 19	.....	40
Bridge Operating	.....	.....	.....	20	.....	.....	.....	.....	20
Brooklyn, Queens Co. & Sub., Receiver	.....	2	.....	277	.....	.....	[4] 4	8	291
Coney Island & Brooklyn, Receiver	.....	.....	339	110	10	.....	[4] 16	.....	475
Nassau Electric, Receiver	.....	12	717	298	110	32	[4] 85	.....	1,254
South Brooklyn	.....	.....	.....	.....	.....	.....	[4] 12	.....	12
Brooklyn Rapid Transit surface	*8*	*77*	*1,613*	*883*	*431*	*102*	*298*	*8*	*3,419*
Bush Terminal	.....	.....	.....	.....	3	.....	.....	.....	3
Manhattan Bridge 3-Cent Line	.....	.....	.....	.....	.....	12	[4] 2	.....	14
Marine	.....	.....	.....	.....	.....	3	.....	.....	3
Van Brunt St. & Erie Basin	.....	.....	7	1	6	2	.....	.....	16
Other Brooklyn surface	.....	.....	*7*	*1*	*9*	*17*	*2*	.....	*36*
New York & Queens County	.....	45	41	20	90	.....	.....	.....	196
Long Island Electric	.....	.....	.....	36	.....	.....	.....	.....	36
New York & Long Island	.....	.....	.....	18	12	6	.....	.....	36
Ocean Electric	.....	.....	7	5	15	.....	.....	.....	27
New York & North Shore	.....	.....	.....	.....	9	4	.....	.....	13
Manhattan & Queens, Receivers	.....	.....	.....	.....	.....	32	.....	.....	32
Other Queens surface	.....	*45*	*48*	*79*	*196*	*48*	.....	.....	*340*
Total	8	122	1,668	962	566	161	300	8	3,795
Richmond Surface									
Richmond Light & R. R., Receiver	.....	.....	79	.....	30	.....	[7] 32	.....	141
Staten Island Midland, Receiver	.....	.....	2	1	.....	4	.....	.....	7
Southfield Beach	.....	.....	4	.....	.....	.....	.....	.....	4
Total	.....	.....	85	1	30	4	32	.....	152
Total, street-surface lines	8	160	2,527	1,349	1,927	931	382	8	7,292
Grand total	1,031	421	2,675	2,934	2,447	2,199	1,346	8	13,061

[1] Does not represent total number of prepayment cars, as probably all those with center entrances are included under "Other enclosed platforms".
[2] In 1917, 306; in 1918, 359.
[3] In 1917, 200; in 1919, 97.

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TABLE III. POWER PLANT EQUIPMENT, JUNE 30, 1920

Equipment and Company	In Service June 30, 1919		Changes During Year				In Service June 30, 1920			
			Installed		Withdrawn			Rated capacity		
	Number of units	Total rated capacity	Number of units	Total rated capacity	Number of units	Total rated capacity	Number of units	Total	Maximum individual	Minimum individual
Generating Stations										
Boilers[1]		(*h.p.*)		(*h.p.*)		(*h.p.*)		(*h.p.*)	(*h.p.*)	(*h.p.*)
Interborough Rapid Transit	130	[2] 731,628	.....	.....	.....	.....	130	[2] 731,628	[2] 7,500	[2] 5,200
Hudson & Manhattan	9	8,100	.....	.....	.....	.....	9	8,100	900	900
New York Railways	78	[2] 219,296	.....	.....	.....	.....	78	[2] 219,296	[2] 3,344	[2] 2,695
Brooklyn Rapid Transit system	110	71,500	.....	.....	.....	.....	110	71,500	650	650
New York & Long Island	3	900	.....	.....	.....	.....	3	900	300	300
New York & North Shore (to May 3, 1920)	3	1,200	.....	.....	.....	.....	3	1,200	400	400
Staten Island Midland, Receiver	4	1,000	.....	.....	.....	.....	4	1,000	250	250
Total	337	[2] 950,924 [3] 82,700	.....	.....	.....	.....	337	[2] 950,924 [3] 82,700	—	—
Steam Engines, Reciprocating[4]										
Interborough Rapid Transit	12	137,250	.....	.....	.....	.....	12	137,250	12,000	11,250
New York Railways	11	55,000	.....	.....	.....	.....	11	55,000	5,000	5,000
Brooklyn Rapid Transit system	10	38,000	.....	.....	2	6,000	8	32,000	4,000	4,000
New York & Long Island	2	1,500	.....	.....	.....	.....	2	1,500	750	750
Staten Island Midland, Receiver	3	1,050	.....	.....	.....	.....	3	1,050	350	350
Total	38	232,800	.....	.....	2	6,000	36	226,800	—	—
Turbo-Units A. C.		(*k.w.*)		(*k.w.*)		(*k.w.*)		(*k.w.*)	(*k.w.*)	(*k.w.*)
Interborough Rapid Transit	17	[5] 255,500	1	30,000	.....	.....	18	285,500	30,000	7,500
Hudson & Manhattan	4	18,000	.....	.....	.....	.....	4	18,000	6,000	3,000
Brooklyn Rapid Transit system	11	117,500	.....	.....	.....	.....	11	117,500	30,000	2,500
New York & North Shore (to May 3, 1920)	2	2,000	.....	.....	.....	.....	2	2,000	1,000	1,000
Total	34	[5] 393,000	1	30,000	.....	.....	35	423,000	—	—

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TABLE III. Power plant equipment, June 30, 1920 — Concluded

Equipment and Company	In Service June 30, 1919		Changes During Year				In Service June 30, 1920			
			Installed		Withdrawn			Rated capacity		
	Number of units	Total rated capacity	Number of units	Total rated capacity	Number of units	Total rated capacity	Number of units	Total	Maximum individual	Minimum individual
Transformers for Rotaries — Concluded										
New York & Long Island [10]	8	1,400	.....	.....	.....	.....	8	1,400	300	100
New York & North Shore (to May 3, 1920)	2	600	.....	.....	.....	.....	2	600	300	300
	[8] 2	[8] 600	.....	.....	.....	.....	[8] 2	[8] 600	300	300
Staten Island Midland, Receiver	6	1,002	.....	.....	.....	.....	6	1,002	167	167
Marine [10]	2	60	.....	.....	.....	.....	2	60	30	30
Total	[9] 897	598,442	1	2,250	.....	.....	898	600,692	—	—

NOTE.— Equipment of Richmond Light & Railroad and station equipment of Third Avenue at Kingsbridge are not included in this table. There is included equipment not in use but not reported as retired, notably that of New York Railways Co.

[1] All boilers are water tube except those of New York & Long Island, which are fire tube.
[2] Square feet of heating surface.
[3] Horse-power.
[4] All direct connected.
[5] Difference of 500 from figure reported in 1919 due to correction in the returns of the Interborough.
[6] Difference of 4,500 from figure reported in 1919 due to correction in the returns of the Interborough.
[7] Includes 2 100-kw. rotaries owned by the Third Avenue.
[8] Returned as generating station equipment.
[9] Difference of 10 from 1919 due to considering 5 3-phase units of B. R. T. as 15 single phase units.
[10] Property of Manhattan Beach Estates; used to transform A. C. power purchased to D. C. power in charging storage batteries for cars.

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TABLE IV. Electric power, 1920: (B) Source and disposition of A. C. power (kw. hrs.)

Operating Street Railways	A. C. generated by own machines	A. C. purchased by the kilowatt hour	Total A. C. available	Used at generating and sub-stations	Miscellaneous use (for lighting, etc.)	Sold by the kilowatt hour as A. C.	Available for transmission to and conversion at own sub-stations	Loss in Transmission and Conversion	
								Quantity	Per cent
Producing Companies									
Interborough Rapid Transit	819,947,400	429,686	820,377,086	9,898,783	18,381,084	115,137,038	676,960,181	68,900,654	10.18
Hudson & Manhattan	62,266,800	131,400	62,398,200	[1] 3,614,994	9,707,942	90,340	48,984,924	2,575,887	5.26
Brooklyn Rapid Transit system	409,153,435	3,701,512	412,854,947	4,535,040	7,139,864	.....	401,180,043	36,203,180	9.02
New York & Long Island	[2] 2,245,030	.....	[2] 2,245,030	[3] 70,000	(3)	.....	2,175,030	174,658	8.03
New York & North Shore (to May 3, '20)	1,861,920	[4] 1,563	1,863,483	1,563	N. R.	.....	1,861,920	401,059	21.54
Purchasing Companies									
Third Avenue	.....	91,005,600	91,005,600	.....	N. R.	51,613,060	39,392,540	[5] 3,849,544	9.77
Belt Line	.....	359,742	359,742	.....	.....	.....	359,742	85,470	23.76
Dry Dock, E. B'way & B	.....	981,607	981,607	.....	.....	.....	981,607	134,839	13.74
42d St., Manh. & St. N. Ave	.....	305,868	305,868	.....	.....	.....	305,868	40,514	13.25
Mid-Crosstown (to Aug. 9, '19)	.....	31,493	31,493	.....	.....	.....	31,493	5,127	16.28
New York City Interborough	.....	5,415	5,415	.....	5,415	.....	.....	.....	.....
Pelham Park & City Island (to Aug. 9, '19)	.....	12,646	12,646	.....	.....	.....	12,646	2,534	20.04
Union	.....	33,258,935	33,258,935	.....	18,925	.....	33,240,010	2,660,156	8.00
Westchester Electric	.....	8,194,000	8,194,000	.....	.....	.....	8,194,000	657,499	8.02
Marine [6]	.....	Est 68,432	Est 68,432	N. R.	N. R.	.....	Est 68,432	15,260	22.30
New York Railways, Receiver	.....	89,672,096	89,672,096	.....	.....	3,394,281	86,277,815	8,614,183	9.98
New York & Queens County	.....	19,851,452	19,851,452	.....	.....	.....	19,851,452	2,878,460	14.50
Long Island Electric	.....	2,954,900	2,954,900	.....	.....	.....	2,954,900	401,866	13.60
Richmond Light & R. R., Receiver [7]	.....	10,738,666	10,738,666	.....	.....	.....	10,738,666	1,073,867	10.00

[1] Includes 651,679 kw. hrs. D. C. converted from A. C. at the generating station.
[2] Net, excluding unreported uses at generating station.
[3] N. Y. & L. I. reports only uses at substations (see note 2), which also includes Miscellaneous use for lighting, etc.
[4] Received at power plant, for excitation.
[5] Loss in conversion. No loss in transmission, as current purchased is measured at sub-stations.
[6] Power not reported. Estimated by multiplying estimated car miles (see note 3 on first double page of Table V) by kw.hrs. per car mile in 1917.
[7] Electric energy is furnished by the light and power department of the Richmond Light & R. R. to its railway department and to the associated Staten Island Midland and Southfield Beach R. R. Cos. and is apportioned on the basis of car miles operated by the companies. The amounts tabulated include all the power delivered for street railway purposes.

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TABLE IV. Electric power, 1920: (D) Power distributed to line and car miles operated thereby

Operating Street Railways	D. C. kw. hrs. used for cars on respondent's tracks[1]	Total electric car miles operated by respondent	Power Used Under Trackage Rights: By others on respondent: Kw. hrs.[2]	By others on respondent: Car miles	By respondent on others: Kw. hrs.[3]	By respondent on others: Car miles	Respondent's Power Used in Operation of Respondent's Cars: Kw. hrs.	Car miles	Kw. hrs. per car mile
Producing Companies									
Interborough Rapid Transit	536,094,108	168,338,655	.....	.....	.....	.....	536,094,108	168,338,655	3.18
Hudson & Manhattan	46,409,037	9,234,375	.....	.....	.....	.....	46,409,037	9,234,375	5.03
Brooklyn Rapid Transit system	420,182,844	110,505,707	[3] 366,964	[5] 94,157	.....	.....	419,815,880	110,505,707	3.80
Bridge Operating	[4] 2,765,070	727,650	.....	.....	.....	.....	[4] 2,765,070	727,650	3.80
New York & Long Island	6,432,096	1,668,391	254,114	65,325	660,909	169,902	6,177,982	1,498,489	4.12
New York & North Shore	1,460,861	379,048	.....	.....	(6)	(6)	1,460,861	379,048	3.85
Purchasing Companies									
Third Avenue	17,409,255	4,157,384	[6] 1,535,143	[7] 488,369	1,264,870	[8] 307,007	15,874,112	3,850,377	4.12
Belt Line: Electric-contact	2,169,530	624,629	.....	.....	.....	.....	2,169,530	624,629	3.47
Belt Line: Storage-battery	274,272	173,662	—	—	—	—	274,272	173,662	1.58
Dry Dock, E. B'way & B.: Electric-contact	3,046,406	859,440	.....	.....	.....	.....	3,046,406	859,440	3.54
Dry Dock, E. B'way & B.: Storage-battery	846,778	447,457	—	—	—	—	846,778	447,457	1.89
42d St., Manh. & St. N. Ave.: Electric-contact	8,719,564	2,349,019	.....	.....	.....	.....	8,719,564	2,349,019	3.71
42d St., Manh. & St. N. Ave.: Storage-battery	265,354	132,886	—	—	—	—	265,354	132,886	2.00
Mid-Crosstown (to Aug. 9, '19)—Storage-battery	26,366	16,152	—	—	—	—	26,366	16,152	1.63
New York City Interborough	5,370,557	1,926,586	.....	.....	.....	.....	5,370,557	1,926,586	2.79
Pelham Park & City Island (to Aug. 9, '19)—Storage-battery	10,112	8,926	—	—	—	—	10,112	8,926	1.13
Southern Boulevard	2,234,835	746,039	.....	.....	.....	.....	2,234,835	746,039	3.00
Union	23,293,568	6,895,130	.....	.....	.....	.....	23,293,568	6,895,130	3.38
Westchester Electric	6,167,910	1,943,684	[9] 570,131	197,962	.....	.....	5,597,779	1,943,684	2.88
Brooklyn & North River (to Oct. 5, '19)	[10] 466,307	199,938	.....	.....	[11] 190,643	[11, 12] 57,946	466,307	141,992	3.28
Second Avenue, Receiver	6,403,022	1,829,093	304,848	[13] 98,338	208,964	[14] 60,569	6,098,174	1,768,524	3.45
New York Railways: Electric-contact[15]	53,998,992	17,511,969	1,418,724	[16] 349,357	1,630,346	[17] 525,918	52,580,268	16,986,051	3.10
New York Railways: Storage-battery	711,074	328,412	.....	—	.....	—	711,074	328,412	2.17
Eighth Avenue (from Aug. 1, '19)	7,815,126	2,506,876	.....	.....	.....	.....	7,815,126	2,506,876	3.12
Ninth Avenue (from Oct. 1, '19)	3,006,048	963,477	.....	.....	.....	.....	3,006,048	963,477	3.12
N. Y. & Harlem (from Feb. 1, '20)	4,633,851	1,274,039	N. R.	N. R.	388,953	98,662	4,633,851	1,175,427	3.94
Bush Terminal	[18] 354,420	[19] 33,400	.....	.....	(18)	(18)	[18] 354,420	[19] 33,400	10.61
Manhattan Bridge 3-Cent Line	[20] 1,863,800	509,638	[21] 108,884	35,913	.....	.....	1,754,916	509,638	3.44

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TABLE V. TRAFFIC STATISTICS:

Operating Street Railways	Revenue — Regular Passenger Cars: Active	Idle	Total
Rapid Transit			
Interborough Rapid Transit	*163,528,609*	*3,992,944*	*167,521,553*
Subway division	91,788,562	1,598,532	93,387,094
Elevated division	71,740,047	2,394,412	74,134,459
New York Consolidated, Receiver	54,694,450	912,449	55,606,899
Hudson & Manhattan	8,985,595	226,549	9,212,144
Total	227,208,654	5,131,942	232,340,596
Manhattan and Bronx Surface			
Third Avenue	4,110,931	18,305	4,129,236
Belt Line	796,671	49	796,720
Dry Dock, E. B'way & B	1,276,860	14,010	1,290,870
42d St., Manh. & St. N. Ave	2,442,859	27,945	2,470,804
Mid-Crosstown (*to Aug. 9, '19*)	16,115	.....	16,115
New York City Interborough	1,886,297	38,374	1,924,671
Pelham Park & City Island (*to Aug. 9, '19*)	8,926	.....	8,926
Southern Boulevard	731,137	14,902	746,039
Union	6,726,666	79,989	6,806,655
Westchester Electric	1,886,462	44,405	1,930,867
3d Ave. system in city	*19,882,924*	*237,979*	*20,120,903*
Brooklyn & North River (*to Oct. 5, '19*)	183,683	15,552	199,235
Second Avenue, Receiver	1,798,694	21,433	1,820,127
New York Railways, Receiver	17,546,313	223,983	17,770,296
Eighth Avenue (*from Aug. 1, '19*)	2,480,841	18,255	2,499,096
Ninth Avenue (*from Oct. 1, '19*)	958,973	.....	958,973
N. Y. & Harlem (*from Feb. 1, '20*)	1,265,679	3,194	1,268,873
Total	44,117,107	520,396	44,637,503
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)[2]	17,270,827	181,907	17,452,734
Brooklyn Heights, Receiver[2]	8,068,733	40,298	8,109,031
Bridge Operating[4]	680,648	47,002	727,650
Brooklyn, Queens Co. & Sub., Receiver	4,907,312	66,708	4,974,020
Coney Island & Brooklyn, Receiver	5,903,766	4,548	5,908,314
Coney Island & Gravesend	237,902	.....	237,902
Nassau Electric, Receiver	16,373,757	181,380	16,555,137
South Brooklyn	784,885	.....	784,885
Brooklyn Rapid Transit surface	*54,227,830*	*521,843*	*54,749,673*
Bush Terminal	16,494	.....	16,494
Manhattan Bridge 3-Cent Line	508,945	693	509,638
Marine	[3] 39,979	.....	[3] 39,979
Van Brunt St. & Erie Basin	233,169	.....	233,169
Other Brooklyn surface	*798,587*	*693*	*799,280*
New York & Queens County	4,087,251	139,105	4,226,356
Long Island Electric	864,662	16,211	880,873
New York & Long Island	1,560,213	83,574	1,643,787
Ocean Electric	497,959	6,851	504,810
New York & North Shore (*to May 3, '20*)	375,272	1,239	376,511
Manhattan & Queens, Receivers	853,620	7,796	861,416
Other Queens surface	*8,238,977*	*254,776*	*8,493,753*
Total	63,265,394	777,312	64,042,706
Richmond Surface			
Richmond Light & R. R., Receiver	1,496,737	.....	1,496,737
Staten Island Midland, Receiver	947,643	.....	947,643
Southfield Beach	21,463	.....	21,463
Total	2,465,843	.....	2,465,843
Total, street surface lines	109,848,344	1,297,708	111,146,052
Grand total	337,056,998	6,429,650	343,486,648

[1] Freight.
[2] Includes 486 shifting car miles.
[3] Estimated, by multiplying 14,698 car trips reported for the year in the June, 1920 monthly report by 2.72, the number of miles in a round trip.

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TABLE V. Traffic statistics:

Operating Street Railways	Active Car-Seat Miles (Regular Passenger Cars) Total	Per car mile[1]
Rapid Transit		
Interborough Rapid Transit	*8,216,527,584*	*50.25*
Subway division	4,773,005,328	52.00
Elevated division	3,443,522,256	48.00
New York Consolidated, Receiver	3,851,719,064	70.42
Hudson & Manhattan	395,366,174	44.00
Total	12,463,612,822	54.86
Manhattan and Bronx Surface		
Third Avenue	209,697,314	51.01
Belt Line	29,706,855	37.29
Dry Dock, E. B'way & B	43,237,197	33.86
42d St., Manh. & St. N. Ave	121,097,680	49.57
Mid-Crosstown (*to Aug. 9, '19*)	386,760	24.00
New York City Interborough	86,348,135	45.78
Pelham Park & City Island (*to Aug. 9, '19*)	232,076	26.00
Southern Boulevard	30,766,344	42.08
Union	318,183,712	47.30
Westchester Electric	80,571,235	42.71
3d Ave. system in city	*920,227,308*	*46.28*
Brooklyn & North River (*to Oct. 5, '19*)	6,806,207	37.05
Second Avenue, Receiver	81,483,245	45.30
New York Railways, Receiver	719,265,749	40.99
Eighth Avenue (*from Aug. 1, '19*)	83,587,508	33.69
Ninth Avenue (*from Oct. 1, '19*)	34,523,028	36.00
N. Y. & Harlem (*from Feb. 1, '20*)	51,161,606	40.42
Total	1,897,054,651	43.00
Brooklyn and Queens Surface		
Brooklyn City (*from Oct. 19, '19*)	690,434,586	39.98
Brooklyn Heights, Receiver	395,697,583	49.04
Bridge Operating[10]	27,989,375	41.12
Bklyn., Queens Co. & Sub., Receiver	208,587,383	42.51
Coney Island & Brooklyn, Receiver	263,594,929	44.65
Coney Island & Gravesend	11,173,201	46.97
Nassau Electric, Receiver	706,920,456	43.17
South Brooklyn	35,026,180	44.63
Brooklyn Rapid Transit surface	*2,339,425,693*	*43.14*
Bush Terminal	659,815	40.00
Manhattan Bridge 3-Cent Line	24,429,360	48.00
Marine	[13] 959,496	24.00
Van Brunt St. & Erie Basin	9,042,566	38.78
Other Brooklyn surface	*35,091,257*	*43.94*
New York & Queens County	170,384,812	41.69
Long Island Electric	35,182,932	40.69
New York & Long Island	68,797,401	44.09
Ocean Electric	24,801,507	48.81
N. Y. & North Shore (*to May 3, '20*)	18,013,056	48.00
Manhattan & Queens, Receivers	45,164,405	52.91
Other Queens surface	*362,344,113*	*43.98*
Total	2,736,859,043	43.26
Richmond Surface		
Richmond Light & R. R., Receiver	70,040,563	46.80
Staten Island Midland, Receiver	38,424,877	40.55
Southfield Beach	962,506	44.84
Total	109,427,946	44.38
Total, street surface lines	4,743,341,640	43.18
Grand total	17,206,954,462	51.05

[1] For this ratio, the active passenger car miles are used. [2] Allowance is made for the operation of certain lines, for less than a full year. [3] Discontinued. [4] Freight. [5] Figures of 1918 in absence of a return for 1919 and 1920. [6] Of which 12 lines were discontinued during the year. [7] The 33 routes operated by the Brooklyn City at the end of the year were operated by the Brooklyn Heights to October 19, 1919. [8] The average of 6 cars per day for the Brooklyn Bridge locals is divided as follows: Brooklyn Heights, 4; Nassau, 1, and Coney Island & Brooklyn, 1.

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TABLE V. Traffic statistics:

Operating Street Railways	Year's average of owned or leased running track used (miles)[1]	Passenger Car	
		Total regular (active and idle)	Per mile of track
Rapid Transit			
Interborough Rapid Transit	*306.29*	*167,521,553*	*546,940*
Subway division	186.48	93,387,094	500,791
Elevated division	119.81	74,134,459	618,767
New York Consolidated, Receiver	228.21	55,606,899	243,664
Hudson & Manhattan	16.85	9,212,144	546,780
Total	551.35	232,340,596	421,405
Manhattan and Bronx Surface			
Third Avenue	32.71	4,129,236	126,253
Belt Line	12.96	796,720	61,456
Dry Dock, E. B'way & B	10.13	1,290,870	127,418
42d St., Manh. & St. N. Ave	16.98	2,470,804	145,495
Mid-Crosstown (*to Aug. 9, '19*)	0.59	16,115	27,453
New York City Interborough	28.30	1,924,671	68,012
Pelham Park & City Island (*to Aug. 9, '19*)	0.34	8,926	26,099
Southern Boulevard	9.73	746,039	76,658
Union	116.58	6,806,655	58,385
Westchester Electric	34.75	1,930,867	55,566
3d Ave. system in city	*263.07*	*20,120,903*	*76,454*
Brooklyn & North River (*to Oct. 5, '19*)	0.85	199,235	235,224
Second Avenue, Receiver	23.23	1,820,127	78,363
New York Railways, Receiver	102.39	17,770,296	173,562
Eighth Avenue (*from Aug. 1, '19*)	17.42	2,499,096	143,445
Ninth Avenue (*from Oct. 1, '19*)	12.52	958,973	76,608
N. Y. & Harlem (*from Feb. 1, '20*)	7.91	1,268,373	160,515
Total	427.39	44,637,503	104,442
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	145.63	17,452,734	119,841
Brooklyn Heights, Receiver	69.10	8,109,031	117,357
Bridge Operating[2]	[3.09]	727,650	235,485
Brooklyn, Queens Co. & Sub., Receiver	62.95	4,974,020	79,015
Coney Island & Brooklyn, Receiver	47.29	5,908,314	124,938
Coney Island & Gravesend	7.70	237,902	30,908
Nassau Electric, Receiver	139.55	15,555,137	118,637
South Brooklyn	20.04	784,885	39,164
Brooklyn Rapid Transit surface	*492.26*	*54,749,673*	*111,221*
Bush Terminal	2.84	16,494	5,810
Manhattan Bridge 3-Cent Line	4.36	509,638	116,943
Marine	2.15	[3] 39,979	18,612
Van Brunt St. & Erie Basin	2.32	233,169	100,504
Other Brooklyn surface	*11.67*	*799,280*	*68,490*
New York & Queens County	73.30	4,226,356	57,660
Long Island Electric	24.62	880,873	35,779
New York & Long Island	41.38	1,643,787	39,724
Ocean Electric	8.67	504,810	58,211
N. Y. & North Shore (*to May 3, '20*)	31.40	376,511	11,991
Manhattan & Queens, Receivers	19.59	861,416	43,981
Other Queens surface	*198.96*	*8,493,753*	*42,691*
Total	702.89	64,042,706	91,113
Richmond Surface			
Richmond Light & R. R., Receiver	30.03	1,496,737	49,841
Staten Island Midland, Receiver	17.69	947,643	53,569
Southfield Beach	1.23	21,463	17,450
Total	48.95	2,465,843	50,375
Total, street surface lines	1,179.23	111,146,052	94,253
Grand total	1,730.58	343,486,648	198,481

[1] Allowance is made for date and amount of new track and for part-year use.

[2] Ratios computed on the basis of 366 days; the average per day for the actual number of days of operation for each company operating less than the full year is as follows: Mid-Crosstown, 403; Pelham Park & City Island, 223; Brooklyn & North River, 2,075; Eighth Avenue, 7,460; Ninth Avenue, 3,500; New York & Harlem, 8,403; Brooklyn City, 68,175; Bridge Operating, 2,166; Bush Terminal, 59; New York & North Shore, 1,222; Richmond Light & R. R., 4,169; Staten Island Midland, 3,900; and Southfield Beach, 148.

[3] Ratios computed on the basis of 366 days; the average per day for the actual number of days of operation for each company operating less than full year is as follows: Mid-Crosstown, 83;

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TABLE VI. TRAFFIC STATISTICS:

Operating Street Railways	Number of Revenue			
	5-cent fares	4-cent and 3-cent fares	2½-cent fares	Other fares (indicated in footnotes)[2]
Rapid Transit				
Interborough Rapid Transit	*954,402,411*	[4] *730,699*		
Subway division	585,583,173	[4] 515,460		
Elevated division	368,819,238	[4] 215,239		
New York Consolidated, Receiver	376,782,635			
Hudson & Manhattan	32,348,349			[6] 59,902,487
Total	1,363,533,395	730,699		59,902,487
Manhattan and Bronx Surface				
Third Avenue	49,181,489	[7] 1,428,543		[8] 52,633
Belt Line	7,186,613			[9] 10,171,784
Dry Dock, E. B'way & B	11,362,669			[8] 351
42d St., Manh. & St. N. Ave	35,402,273	[7] 1,823,125		
Mid-Crosstown (*to Aug. 9, '19*)	94,989			
New York City Interborough	15,541,469	[4] 726,059		
Pelham Park & City Island (*to Aug. 9, '19*)	51,113			
Southern Boulevard	5,771,178			
Union	59,331,632			
Westchester Electric	12,720,540			
3d Ave. system in city	*196,643,965*	*3,977,727*		*10,224,768*
Brooklyn & North River (*to Oct. 5, '19*)	493,817	[7] 3,464	272,410	[10] 781,180
Second Avenue, Receiver	15,865,146	[7] 1,655,682		
New York Railways, Receiver	150,038,328	[7] 6,306,428		[12] 20,753,506
Eighth Avenue (*from Aug. 1, '19*)	18,658,603			[9] 812,309
Ninth Avenue (*from Oct. 1, '19*)	5,568,171			[13] 386,647
N. Y. & Harlem (*from Feb. 1, '20*)	11,472,601			
Total	398,740,631	11,943,301	272,410	32,958,410
Brooklyn and Queens Surface				
Brooklyn City (*from Oct. 19, '19*)	140,239,881	[7] 2,716,827		
Brooklyn Heights	47,154,530	[7] 943,664	1,773,078	[16] 7,917,464
Bridge Operating[17]				[18] 13,821,444
Brooklyn, Queens Co. & Sub., Receiver	30,697,624	[7] 691,955		[19] 2,686,259
Coney Island & Brooklyn, Receiver	38,003,188	[7] 1,035,377	472,821	[21] 5,779,467
Coney Island & Gravesend	2,035,075	[7] 74,451		[12] 139,340
Nassau Electric, Receiver	104,694,352	[7] 2,029,267	709,231	[22] 11,288,682
South Brooklyn	5,069,934			
Brooklyn Rapid Transit surface	*367,894,584*	*7,491,541*	*2,955,130*	*41,632,656*
Bush Terminal				[9] 5,680
Manhattan Bridge 3-Cent Line		[7] 401,959	9,105,790	
Marine	256,757			
Van Brunt St. & Erie Basin		[7] 2,310,869		[23] 881,261
Other Brooklyn surface	*256,757*	*2,712,828*	*9,105,790*	*886,941*
New York & Queens County	22,595,975			
Long Island Electric	5,573,933			
New York & Long Island	8,234,923		47,880	[24] 1,233,886
Ocean Electric	4,375,632			
New York & North Shore (*to May 3, '20*)	509,009	[4] 525	12,840	[25] 1,156,612
Manhattan & Queens, Receivers	4,869,651	[7] 28,088	923,620	
Queens surface	*46,159,123*	*28,613*	*984,340*	*2,390,498*
Total	414,310,464	10,232,982	13,045,260	44,910,095
Richmond Surface				
Richmond Light & R. R., Receiver	9,075,560	[26] 112,963		[27] 1,245,632
Staten Island Midland, Receiver	4,261,494	[4] 57,692		[28] 4,097
Southfield Beach	249,797			
Total	13,586,851	170,655		1,249,729
Total, street-surface lines	826,637,946	22,346,938	13,317,670	79,118,234
Grand total	2,190,171,341	23,077,637	13,317,670	139,020,721

[1] Exclusive of chartered car passengers. [2] The 7-cent fares (except for the H. & M.) referred to in notes represent 5-cent passengers purchasing 2-cent transfers. [3] Ratios are computed on the basis of 366 days; the average per day for the actual number of days of operation for each company operating less than the full year is as follows: Mid-Crosstown 2,375; Pelham Park & City Island, 1,278; Brooklyn & North River, 16,155; Eighth Avenue, 58,122; Ninth Avenue, 21,733; New York & Harlem, 75,977; Brooklyn City, 558,425; Bridge Operating, 41,135; Bush Terminal, 20; New York & North Shore, 5,451; Richmond Light & R. R., 29,064; Staten Island Midland, 17,791; and Southfield Beach, 1,723. [4] At 4 cents. [5] From provisional daily figures submitted by respondent. [6] Consists of 7,480,061 passengers at 6 cents, 20,351,420 at 6.67, 27,038,999 at 7, 876,433 at 8.67 and 4,155,574 at 10. [7] At 3 cents. [8] At 1⅔ cents. [9] At 2 cents. [10] At 2½ cents. [11] Figures taken from 1919 returns. No report this year. [12] Consists of 386,647 passengers at 1.2 cents, 56,475 at 1⅔ and 20,310,384 at 7 (5-cent fare and 2-cent transfer). [13] Repre-

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TABLE VI. Traffic statistics

Operating Street Railways	Amount of Fares: Total	Amount of Fares: Average per revenue passenger (cents)
Rapid Transit		
Interborough Rapid Transit	*$47,749,348 51*	*5.00*
Subway division	29,299,777 05	5.00
Elevated division	18,449,571 46	5.00
New York Consolidated, Receiver	[3] 18,842,994 31	5.00
Hudson & Manhattan	5,807,934 89	6.30
Total	$72,400,277 71	5.08
Manhattan and Bronx Surface		
Third Avenue	$2,502,807 94	4.94
Belt Line	562,766 33	3.24
Dry Dock, E. B'way & B.	568,139 31	5.00
42d St., Manh. & St. N. Ave.	1,824,807 40	4.90
Mid-Crosstown (*to Aug. 9, '19*)	4,749 45	5.00
New York City Interborough	806,115 81	4.96
Pelham Park & City Island (*to Aug. 9, '19*)	2,555 65	5.00
Southern Boulevard	288,558 90	5.00
Union	2,966,581 60	5.00
Westchester Electric	[4] 636,027 00	5.00
3d Ave. system in city	*10,165,109 39*	*4.83*
Brooklyn & North River (*to Oct. 5, '19*)	57,644 35	3.72
Second Avenue, Receiver	842,927 76	4.81
New York Railways, Receiver	9,118,417 13	5.15
Eighth Avenue (*from Aug. 1, '19*)	949,176 30	4.87
Ninth Avenue (*from Oct. 1, '19*)	293,101 14	4.92
N. Y. & Harlem (*from Feb. 1, '20*)	573,630 05	5.00
Total	$21,998,006 12	4.96
Brooklyn and Queens Surface		
Brooklyn City (*from Oct. 19, '19*)	[5] $7,102,398 10	4.97
Brooklyn Heights	[6] 2,958,660 15	5.12
Bridge Operating [10]	231,570 96	1.68
Bklyn., Queens Co. & Sub., Receiver	[7] 1,746,453 61	5.13
Coney Island & Brooklyn, Receiver	[8] 2,335,235 88	5.16
Coney Island & Gravesend	[9] 113,885 14	5.06
Nassau Electric, Receiver	[10] 6,090,259 57	5.13
South Brooklyn	253,945 01	5.01
Brooklyn Rapid Transit surface	*20,832,408 42*	*4.96*
Bush Terminal	113 60	2.00
Manhattan Bridge 3-Cent Line	239,703 52	2.52
Marine	12,837 85	5.00
Van Brunt St. & Erie Basin	[2] 82,817 13	2.59
Other Brooklyn surface	*335,472 10*	*2.59*
New York & Queens County	1,129,798 75	5.00
Long Island Electric	278,696 65	5.00
New York & Long Island	526,177 40	5.53
Ocean Electric	218,781 68	5.00
New York & North Shore (*to May 3, '20*)	114,201 70	6.80
Manhattan & Queens, Receivers	267,415 69	4.59
Queens surface	*2,535,071 87*	*5.11*
Total	$23,702,952 39	4.91
Richmond Surface		
Richmond Light & R. R., Receiver	$557,663 89	5.34
Staten Island Midland, Receiver	215,566 73	4.99
Southfield Beach	12,489 85	5.00
Total	$785,720 47	5.24
Total, street-surface lines	$46,486,678 98	4.94
Grand total	$118,886,956 69	5.03

[1] Points where transfer (either free or 2-cent) slips are used to effect a change of cars. The locality basis involves no duplication except in the case of exchange of transfers between companies, in which case each company counts each locality. With a few exceptions, such inter-company transfers occur only among associated companies. The second basis used relates to the viewpoint of the car line by which the transfer slip is issued and counts each point where two or more lines exchange transfers. Data entered above are compiled from tariff reports instead of from the annual returns of the companies. Returns for transfer points classified with reference to whether the transfer is made to other lines of the same company, to lines of associated companies, or to those of companies not associated, are presented in Table VIII as returned by the companies for individual lines. With one exception (see note 2) change from one line to another of rapid transit companies is made without transfer slips. [2] At 149th street and Third avenue change between subway and elevated divisions of the Interborough is made by transfer slip. See last sentence of note 1. [3–10] Includes post-office revenue: [3] $3,862.50; [4] $1,279.80; [5] $8,899.24; [6] $3,568.16;

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ssenger movement, 1920 — Concluded

Number of Transfer Points [1]		Number of transfers collected	Revenue and transfer passengers combined	Ratio (Per Cent) of Transfers to —		Passengers (employees and others) carried free
Localities (for each company)	Stopping points (for each car line)			Revenue and transfer passengers combined	Revenue passengers	
[2] [1]	[2] [1]	[22,175,316]	955,135,110	—	—	N. R.
[2] [1]	[2] [1]	[11] 11,209,064	586,098,633	—	—	N. R.
[2] [1]	[2] [1]	[12] 10,966,252	369,034,477	—	—	N. R.
[13] 2	[13] 2	1,063,729	377,846,364	.28	.28	1,103,943
.....	.....	.....	92,250,836	.....	.....	N. R.
[14] 2	2	1,063,729	1,425,230,310	—	—	—
11	20	5,886,642	56,549,307	10.41	11.62	N. R.
12	12	531,876	17,890,273	2.97	3.06	N. R.
8	13	1,368,994	12,732,014	10.75	12.05	N. R.
14	20	4,684,049	41,909,447	11.18	12.58	N. R.
.....	.....	37,481	132,470	28.29	39.46	N. R.
33	44	4,496,545	20,764,073	21.66	27.64	N. R.
.....	.....	.....	51,113	.....	.....	N. R.
10	10	2,517,358	8,288,536	30.37	43.62	N. R.
60	124	20,798,976	80,130,608	25.96	35.06	N. R.
[15] [22]	[15] [40]	2,416,922	15,137,462	15.97	19.00	N. R.
[16] 111	245	42,738,845	253,585,303	16.85	20.27	—
.....	.....	932,165	2,483,036	37.54	60.11	N. R.
7	13	548,250	18,069,078	3.03	3.13	N. R.
41	[17] 82	30,127,860	207,226,122	14.54	17.11	N. R.
.....	.....	940,495	20,411,407	4.61	4.83	14,130
3	3	19,608	5,974,426	.33	.33	4,004
4	6	1,017,541	12,490,142	8.15	8.87	N. R.
[14] 157	347	76,324,762	520,239,514	14.67	17.19	—
28	[18] 64	7,963,526	150,920,234	5.28	5.57	979,195
1	[18] 1	21,564,322	79,353,058	27.18	37.32	387,626
.....	.....	.....	13,821,444	.....	.....	.....
29	[20] 51	7,783,634	41,859,472	18.59	22.84	286,501
[21] 40	[21, 22] 50	9,187,609	54,478,462	16.86	20.29	413,609
3	[23] 3	310,611	2,559,477	12.14	13.81	19,190
[21] 87	[21, 24] 168	31,878,399	150,599,931	21.17	26.85	986,836
1	[18] 5	189,093	5,259,027	3.60	3.73	27,747
[14] 135	542	78,877,194	498,851,105	15.81	18.78	3,100,704
.....	.....	.....	5,680	.....	.....	N. R.
.....	.....	.....	9,507,749	.....	.....	17,105
.....	.....	.....	256,757	.....	.....	N. R.
[21] 1	[21] 1	.....	3,192,130	.....	.....	3,508
1	1	.....	12,962,316	.....	.....	—
14	45	6,250,892	28,846,867	21.67	27.66	N. R.
2	3	161,348	5,735,281	2.81	2.89	N. R.
.....	.....	75,391	9,592,080	.79	.79	98,198
.....	.....	362	4,375,994	.01	.01	27,090
.....	.....	71,910	1,750,896	4.11	4.28	18,940
.....	.....	.....	5,821,359	.....	.....	16,603
16	48	6,559,903	56,122,477	11.69	13.84	—
[14] 151	391	85,437,097	567,935,898	15.04	17.71	—
13	19	1,898,524	12,332,679	15.39	18.20	93,746
12	19	498,333	4,821,616	10.34	11.53	35,413
.....	.....	.....	249,797	.....	.....	178
[14] 21	38	2,396,857	17,404,092	13.77	15.97	129,337
[14] 329	776	164,158,716	1,105,579,504	14.85	17.44	—
[14] 330	778	165,222,445	2,530,809,814	6.53	6.98	—

[7] $2,775.63; [8] $2,785.47; [9] $144.06; [10] $8,747.44. [11] Collected at 149th street station from Third Avenue Elevated passengers. [12] Collected at 149th street station from Subway Division passengers. [13] Transfer with surface lines. See last sentence of note 1. [14] Exclusive of inter-company duplications. [15] Outside of First District. [16] Localities for the system, consisting of 32 in Manhattan and 79 in The Bronx. [17] Consists of 10 free transfer points, 56 2-cent and 16 points, both free and 2-cent. [18] Free transfer points. [19] See note 10 on first double-page of Table XIV, A. [20] Consists of 11 free transfer points, 36 2-cent and 4 points both free and 2-cent. [21] Includes one point where joint-rate tickets are interchanged between B. R. T. lines and Van Brunt St. & Erie Basin. [22] Includes 3 free transfer points, 45 2-cent and 1 point, both free and 2-cent. [23] All 2-cent transfer points. [24] Includes 20 free transfer points, 133 2-cent and 14 points, both free and 2-cent. [25] Includes $272.10 for 13,605 transfers at 2 cents each, which were issued but not used.

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TABLE VII. TRAFFIC STATISTICS — CAR AND PASSENGER

OPERATING STREET RAILWAYS	July	August	September	October	November
RAPID TRANSIT					
Interborough Rapid Transit	*67,361,588*	*63,988,828*	*71,528,478*	*79,307,822*	*78,438,241*
Subway division	39,527,523	37,394,205	42,392,191	48,007,220	48,350,652
Elevated division	27,834,065	26,594,623	29,136,287	31,300,602	30,087,589
New York Consolidated, Receiver	29,475,663	26,063,571	28,025,053	29,293,687	29,869,898
Hudson & Manhattan	7,223,146	7,226,618	7,612,850	8,604,404	8,176,536
Total	104,060,397	97,279,017	107,166,381	117,205,913	116,484,675
MANHATTAN AND BRONX SURFACE					
Third Avenue	4,529,260	4,606,192	4,515,088	4,616,185	4,339,877
Belt Line	1,460,922	1,308,703	1,535,758	1,715,883	1,610,968
Dry Dock, E. B'way & Battery	890,746	1,022,648	949,342	1,023,237	982,971
42d St., Manh. & St. N. Ave	3,242,126	3,321,301	3,247,977	3,521,228	3,264,110
Mid-Crosstown (*to Aug. 9, '19*)	75,815	19,174	.....	.....	.....
New York City Interborough	1,333,243	1,337,034	1,386,241	1,424,269	1,367,895
Pelham Park & City Island (*to Aug. 9, '19*)	42,198	8,915	.....	.....	.....
Southern Boulevard	439,392	463,881	475,293	474,485	462,881
Union	5,197,435	5,390,998	4,991,411	4,905,169	4,690,973
Westchester Electric	1,134,657	1,138,760	1,019,370	969,877	907,331
3d Ave. system in city	*18,345,794*	*18,617,606*	*18,120,480*	*18,650,333*	*17,627,006*
Brooklyn & North River (*to Oct. 5, '19*)	500,061	503,404	489,230	58,176	.....
Second Avenue, Receiver	1,802,704	1,910,648	1,828,968	1,783,413	1,551,159
New York Railways, Receiver	21,656,636	18,250,452	18,245,900	17,474,302	15,975,495
Eighth Avenue (*from Aug. 1, '19*)	.....	[3] 2,349,100	[4] 2,416,567	2,136,031	1,958,042
Ninth Avenue (*from Oct. 1, '19*)	.....	.....	.....	940,831	872,913
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	42,305,195	41,631,210	41,101,145	41,043,086	37,984,615
BROOKLYN AND QUEENS SURFACE					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	7,394,533	16,789,313
Brooklyn Heights, Receiver	16,166,524	13,708,871	16,537,642	10,109,275	165,293
Bridge Operating [6]	951,533	928,750	1,058,594	1,114,543	1,183,228
Brooklyn, Queens Co. & Sub., Receiver	2,664,257	2,323,679	2,715,903	2,844,063	2,885,924
Coney Island & Brooklyn, Receiver	4,525,937	3,643,973	3,752,343	3,537,435	3,453,435
Coney Island & Gravesend	512,148	384,143	228,523	96,624	83,287
Nassau Electric, Receiver	10,102,796	8,538,929	9,947,928	10,085,739	9,881,097
South Brooklyn	1,263,137	984,708	645,081	224,370	187,644
Brooklyn Rapid Transit surface	*36,186,332*	*30,513,053*	*34,886,014*	*35,406,582*	*34,629,221*
Bush Terminal	.....	.....	130	230	956
Manhattan Bridge 3-Cent Line	496,118	585,140	556,281	853,502	883,066
Marine	54,204	46,799	28,218	12,583	9,124
Van Brunt St. & Erie Basin	290,812	325,129	303,721	255,071	254,158
Other Brooklyn surface	*841,134*	*957,068*	*888,350*	*1,121,386*	*1,147,304*
New York & Queens County	1,976,159	2,101,090	2,047,495	1,939,964	1,833,552
Long Island Electric	510,151	529,900	525,923	446,701	397,591
New York & Long Island	936,472	925,003	972,898	832,745	800,346
Ocean Electric	776,208	804,525	427,369	215,362	192,302
New York & North Shore (*to May 3, '20*)	246,344	260,602	248,424	215,903	208,865
Manhattan & Queens, Receivers	499,839	533,776	551,899	531,827	503,103
Other Queens surface	*4,945,173*	*5,154,896*	*4,774,008*	*4,182,602*	*3,935,759*
Total	41,972,639	36,625,017	40,548,372	40,710,470	39,712,284
RICHMOND SURFACE					
Richmond Light & R. R., Receiver	1,048,459	1,028,221	921,749	876,660	816,793
Staten Island Midland, Receiver	826,527	846,193	697,253	561,978	527,824
Southfield Beach	84,303	85,121	41,497	1,179	(*)
Total	1,959,289	1,959,535	1,660,499	1,439,817	1,344,617
Total, street-surface lines	86,237,123	80,215,762	83,310,016	83,193,373	79,041,516
Grand total	190,297,520	177,494,779	190,476,397	200,399,286	195,526,191

[1] Operation of all surface lines affected by heavy snow.
[2] Operations affected by strike (especially April 10-19).
[3] Includes 399,838 2-cent fares.
[4] Includes 412,471 2-cent fares.
[5] Owing to heavy snow, respondent suspended operations, from Feb. 4 to Mar. 18.

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TABLE VII. Traffic statistics — car and passenger movement

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*$3,366,521 08*	*$3,198,047 58*	*$3,574,855 30*	*$3,963,702 77*	*$3,990,814 13*
Subway division	1,975,318 27	1,868,753 66	2,118,510 31	2,399,135 97	2,416,716 74
Elevated division	1,391,202 81	1,329,293 92	1,456,344 99	1,564,566 80	1,504,097 39
New York Consolidated, Receiver	1,474,170 66	1,303,566 07	1,401,640 17	1,465,071 86	1,493,882 42
Hudson & Manhattan	440,513 62	442,443 13	464,972 38	523,738 99	499,403 50
Total	$5,281,205 36	$4,944,056 78	$5,441,467 85	$5,952,513 62	$5,914,100 05
Manhattan and Bronx Surface					
Third Avenue	$223,728 46	$227,752 83	$222,948 62	$228,023 15	$214,437 31
Belt Line	42,046 35	41,013 17	49,719 77	54,879 51	51,327 71
Dry Dock, E. B'way & B	44,533 97	51,127 87	47,463 70	51,161 42	49,148 55
42d St., Mann. & St. N. Ave	159,821 06	163,949 81	159,933 59	172,578 32	159,657 32
Mid-Crosstown (*to Aug. 9, '19*)	3,790 75	958 70	.....	.....	.....
New York City Interborough	65,139 49	65,432 15	67,793 01	69,551 03	67,257 83
Pelham Pk. & C. I. (*to Aug. 9, '19*)	2,109 90	445 75	.....	.....	.....
Southern Boulevard	21,969 60	23,194 05	23,764 65	23,724 25	23,144 05
Union	259,871 75	269,549 90	249,570 55	245,258 45	234,548 65
Westchester Electric	56,384 13	56,927 17	50,969 78	48,408 73	45,286 80
3d Ave. system in city	*879,395 46*	*900,351 40*	*872,163 67*	*893,584 86*	*844,808 23*
Brooklyn & North River (*to Oct. 5, '19*)	18,364 96	19,133 50	18,007 44	2,138 45	.....
Second Avenue, Receiver	87,177 42	92,580 84	88,176 26	85,435 05	74,219 53
New York Railways, Receiver	1,058,517 44	959,699 26	959,161 98	906,915 15	826,841 59
Eighth Avenue (*from Aug. 1, '19*)	.....	105,459 86	106,454 22	106,801 55	97,902 09
Ninth Avenue (*from Oct. 1, '19*)	.....	.....	.....	44,620 55	41,666 60
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	$2,043,455 28	$2,077,224 86	$2,045,963 57	$2,039,495 61	$1,885,440 03
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	$367,692 79	$833,937 44
Brooklyn Heights, Receiver	$794,483 59	$725,325 80	$873,277 42	532,275 62	4,341 35
Bridge Operating [6]	15,957 61	15,576 61	17,740 41	18,676 07	19,819 84
Bklyn., Queens Co. & Sub., Receiver	132,043 00	124,582 48	145,721 74	148,746 11	146,517 79
Coney Island & Brooklyn, Receiver	221,053 59	190,893 82	198,026 24	185,889 36	178,136 87
Coney Island & Gravesend	25,320 03	19,908 15	11,824 09	4,878 75	4,194 92
Nassau Electric, Receiver	497,029 67	449,776 03	523,427 14	524,684 39	505,669 87
South Brooklyn	63,208 99	49,288 00	32,292 32	11,240 89	9,403 97
Brooklyn Rapid Transit surface	*1,749,096 48*	*1,575,350 89*	*1,802,309 36*	*1,794,083 98*	*1,702,022 05*
Bush Terminal	.....	.....	2 60	4 60	19 12
Manhattan Bridge 3-Cent Line	12,521 89	14,784 15	14,048 83	21,530 43	22,252 81
Marine	2,710 20	2,339 95	1,410 90	629 15	456 20
Van Brunt St. & Erie Basin	7,059 73	8,112 29	7,177 57	6,319 12	6,852 78
Other Brooklyn surface	*22,291 82*	*25,836 39*	*22,639 90*	*28,483 30*	*29,580 91*
New York & Queens County	98,807 95	105,054 50	102,374 75	96,998 20	91,677 60
Long Island Electric	25,507 55	26,495 00	26,296 15	22,335 05	19,879 55
New York & Long Island	54,053 45	52,820 45	55,302 85	45,945 55	43,918 40
Ocean Electric	38,810 40	40,226 25	21,368 45	10,768 10	9,615 10
New York & North Shore (*to May 3, '20*)	14,350 60	15,556 05	18,165 03	15,518 79	14,936 69
Manhattan & Queens, Receivers	22,918 15	24,544 28	24,867 22	24,074 47	22,900 83
Other Queens surface	*254,448 10*	*244,696 53*	*238,374 45*	*215,640 16*	*202,928 17*
Total	$2,025,836 40	$1,865,283 81	$2,073,323 71	$2,038,207 44	$1,934,881 13
Richmond Surface					
Richmond Light & R. R., Receiver	$52,421 65	$51,409 73	$46,013 28	$43,720 59	$40,742 73
Staten Island Midland, Receiver	41,323 44	42,306 60	34,758 27	27,937 88	26,268 69
Southfield Beach	4,215 15	4,256 05	2,074 85	58 95	(*)
Total	$97,960 24	$97,972 38	$82,846 40	$71,717 42	$67,011 42
Total, street-surface lines	$4,167,251 92	$4,040,481 05	$4,202,133 68	$4,149,420 47	$3,886,982 58
Grand total	$9,448,457 28	$8,984,537 83	$9,643,601 53	$10,101,934 09	$9,801,082 63

For footnotes, see first double-page of this table.

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TABLE VII. Traffic statistics — car and passenger

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*N. R.*	*N. R.*	*N. R.*	*N. R.*	*N. R.*
Subway division	N. R.	N. R.	N. R.	N. R.	N. R.
Elevated division	N. R.	N. R.	N. R.	N. R.	N. R.
New York Consolidated, Receiver	244,372	172,921	212,055	116,947	34,721
Hudson & Manhattan	.....	.....	.....	.....	.....
Total	244,372	172,921	212,055	116,947	34,721
Manhattan and Bronx Surface					
Third Avenue	642,018	579,487	549,703	537,167	509,169
Belt Line	31,239	111,508	131,352	37,672	33,482
Dry Dock, E. B'way & B.	142,318	129,408	128,979	133,170	121,655
42d St., Manh. & St. N. Ave.	494,296	475,228	446,541	459,456	414,467
Mid-Crosstown (*to Aug. 9, '19*)	29,349	8,132	.....	.....	.....
New York City Interborough	417,252	412,032	406,168	399,221	392,341
Pelham Pk. & C. I. (*to Aug. 9, '19*)	.....	.....	.....	.....	.....
Southern Boulevard	210,287	214,173	227,776	217,025	201,336
Union	2,151,447	2,067,998	1,846,041	1,758,393	1,644,351
Westchester Electric	325,477	348,906	253,869	207,423	180,603
3d Ave. system in city	*4,443,683*	*4,346,872*	*3,929,429*	*3,749,596*	*3,497,404*
Brooklyn & North River (*to Oct. 5, '19*)	341,814	261,186	290,038	39,127	.....
Second Avenue, Receiver	70,138	74,808	74,354	58,991	50,250
New York Railways, Receiver	6,623,061	3,738,211	3,495,647	2,867,859	2,563,517
Eighth Ave. (*from Aug. 1, '19*)	.....	416,123	524,372	.....	.....
Ninth Ave. (*from Oct. 1, '19*)	.....	.....	.....	2,540	2,539
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	11,478,696	8,837,200	8,376,850	6,718,043	6,113,710
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	454,906	881,918
Brooklyn Heights, Receiver	7,631,963	4,912,548	5,745,287	3,261,748	1,784
Bridge Operating[6]	.....	.....	.....	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	1,600,383	998,302	1,159,076	811,336	401,605
Coney Island & Brooklyn, Receiver	1,455,440	805,733	949,044	823,229	623,632
Coney Island & Gravesend	129,997	69,467	36,262	7,868	5,789
Nassau Electric, Receiver	5,140,046	3,063,991	3,569,660	2,923,067	2,213,375
South Brooklyn	13,115	10,989	23,536	24,329	14,232
Brooklyn Rapid Transit surface	*15,970,944*	*9,861,030*	*11,488,885*	*8,307,073*	*4,142,336*
Bush Terminal	.....	.....	.....	.....	.....
Manhattan Bridge 3-Cent Line	.....	.....	.....	.....	.....
Marine	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	.....	.....	.....	.....	.....
Other Brooklyn surface	.....	.....	.....	.....	.....
New York & Queens County	582,156	596,753	560,410	530,888	525,232
Long Island Electric	25,836	26,656	22,786	18,947	14,084
New York & Long Island	8,203	8,300	7,038	6,890	6,503
Ocean Electric	.....	.....	.....	.....	.....
New York & North Shore (*to May 3, '20*)	12,331	12,752	11,845	8,676	8,778
Manhattan & Queens, Receivers	.....	.....	.....	.....	.....
Other Queens surface	*628,536*	*644,461*	*601,579*	*565,401*	*554,597*
Total	16,599,470	10,505,491	12,084,444	8,872,474	4,696,932
Richmond Surface					
Richmond Light & R. R., Receiver	223,080	224,317	197,174	175,906	165,316
Staten Island Midland, Receiver	85,153	82,008	78,358	80,398	72,118
Southfield Beach	.....	.....	.....	.....	.....
Total	308,233	306,325	275,532	256,304	237,434
Total street-surface lines	28,386,399	19,649,016	20,736,826	15,846,821	11,048,076
Grand total	28,630,471	19,821,937	20,948,881	15,963,768	11,082,797

For footnotes, see first double-page of this table.

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TABLE VII. Traffic statistics — car and passenger movement by

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*853,836*	*799,624*	*823,832*	*853,814*	*816,330*
Subway division	430,050	397,464	410,499	429,534	414,289
Elevated division	423,786	402,230	413,333	424,280	402,041
New York Consolidated, Receiver	338,171	303,031	319,843	328,126	333,821
Hudson & Manhattan	40,558	41,035	40,519	44,516	41,937
Total	1,232,565	1,143,760	1,184,194	1,226,456	1,192,088
Manhattan and Bronx Surface					
Third Avenue	52,590	53,060	48,571	48,445	45,077
Belt Line	11,399	11,879	12,165	12,701	11,904
Dry Dock, E. B'way & B.	16,679	17,183	16,209	17,381	16,502
42d St., Manh. & St. N. Ave.	32,504	33,724	31,300	33,733	31,553
Mid-Crosstown (*to Aug. 9, '19*)	2,683	634	.....	.....	.....
New York City Interborough	18,224	17,928	16,133	16,834	16,168
Pelham Pk. & C. I. (*to Aug. 9, '19*)	1,204	298	.....	.....	.....
Southern Boulevard	5,635	6,005	5,561	5,800	5,843
Union	66,579	67,228	58,194	60,275	58,937
Westchester Electric	18,579	18,730	17,435	17,920	17,625
3d Ave. system in city	*225,376*	*226,669*	*205,568*	*213,079*	*203,609*
Brooklyn & North River (*to Oct. 5, '19*)	9,138	9,234	8,705	1,155	.....
Second Avenue, Receiver	25,032	25,044	24,243	24,698	24,316
New York Railways, Receiver	313,402	278,653	275,505	250,705	229,571
Eighth Ave. (*from Aug. 1, '19*)	.....	33,535	34,620	34,359	33,721
Ninth Ave. (*from Oct. 1, '19*)	.....	.....	.....	18,305	17,493
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	573,448	573,735	548,641	542,301	508,710
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	114,238	259,198
Brooklyn Heights, Receiver	292,703	257,953	278,842	169,439	1,891
Bridge Operating [6]	6,559	5,918	6,328	6,810	6,770
Brooklyn, Queens Co. & Sub., Receiver	53,783	48,402	51,576	52,339	50,452
Coney Island & Brooklyn, Receiver	65,311	56,897	57,196	56,062	53,262
Coney Island & Gravesend	4,667	3,638	2,579	1,990	1,881
Nassau Electric, Receiver	186,824	164,932	176,452	174,249	166,938
South Brooklyn	13,145	11,543	9,060	5,620	4,994
Brooklyn Rapid Transit surface	*622,992*	*549,283*	*583,053*	*580,757*	*545,286*
Bush Terminal	.....	.....	528	744	670
Manhattan Bridge 3-Cent Line	4,338	4,362	4,195	5,406	5,434
Marine [10]	878	878	878	439	439
Van Brunt St. & Erie Basin	2,767	2,887	2,805	2,892	2,731
Other Brooklyn surface	*7,983*	*8,187*	*8,406*	*9,481*	*9,374*
New York & Queens County	42,377	42,397	39,247	39,230	35,670
Long Island Electric	7,575	7,890	7,555	7,405	7,135
New York & Long Island	12,240	12,143	12,407	11,888	11,372
Ocean Electric	8,006	7,554	4,606	4,057	3,537
New York & North Shore (*to May 3, '20*)	4,476	4,609	4,528	4,571	4,423
Manhattan & Queens, Receivers	7,976	7,674	7,289	7,243	6,940
Other Queens surface	*82,660*	*82,287*	*75,632*	*74,494*	*69,077*
Total	713,625	639,667	666,091	664,732	623,637
Richmond Surface					
Richmond Light & R. R., Receiver	15,765	15,927	14,950	14,827	13,658
Staten Island Midland, Receiver	18,927	19,557	16,540	13,561	12,393
Southfield Beach	713	710	585	58	(*)
Total	35,405	36,194	32,075	28,446	26,051
Total street-surface lines	1,322,478	1,249,596	1,246,807	1,235,479	1,158,398
Grand total	2,555,043	2,393,356	2,431,001	2,461,935	2,350,486

[10] Estimated. See note 14 on second double-page of Table V. Division by months made on basis of twice the number of car hours in July, August, September and June as in the other months.

For other footnotes, see first double-page of this table.

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TABLE VII. Traffic statistics — car and passenger

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*13,854,438*	*12,993,193*	*13,472,315*	*13,950,682*	*13,249,780*
Subway division	7,614,331	7,135,193	7,370,574	7,687,799	7,326,484
Elevated division	6,240,107	5,858,000	6,101,741	6,262,883	5,923,296
New York Consolidated, Receiver	4,596,280	4,120,318	4,321,096	4,397,842	4,428,644
Hudson & Manhattan	744,784	752,118	741,159	809,630	764,945
Total	19,195,502	17,865,629	18,534,570	19,158,154	18,503,369
Manhattan and Bronx Surface					
Third Avenue	411,062	407,706	363,525	353,846	338,791
Belt Line	65,363	70,198	71,645	72,952	70,471
Dry Dock, E. B'way & B	110,598	111,426	104,095	111,363	106,951
42d St., Manh. & St. N. Ave	232,434	234,221	210,820	224,532	215,926
Mid-Crosstown (*to Aug. 9, '19*)	13,028	3,087	.....	.....	.....
New York City Interborough	168,542	167,664	161,751	163,235	156,601
Pelham Pk. & C. I. (*to Aug. 9, '19*)	7,148	1,778	.....	.....	.....
Southern Boulevard	57,794	58,280	53,866	54,566	56,627
Union	615,733	631,979	549,238	558,825	538,329
Westchester Electric	156,205	158,352	147,499	150,278	146,933
3d Ave. system in city	*1,837,907*	*1,844,691*	*1,662,459*	*1,689,607*	*1,630,629*
Brooklyn and North River (*to Oct. 5, '19*)	59,734	59,473	57,062	7,404	.....
Second Avenue, Receiver	178,641	178,728	169,129	173,985	173,293
New York Railways, Receiver	2,194,157	1,907,605	1,895,766	1,726,135	1,597,904
Eighth Ave. (*from Aug. 1, '19*)	.....	261,864	261,729	258,623	261,065
Ninth Ave. (*from Oct. 1, '19*)	.....	.....	.....	127,416	136,510
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	4,270,429	4,252,361	4,046,145	3,983,170	3,799,421
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	905,073	2,058,363
Brooklyn Heights, Receiver	2,324,561	2,051,169	2,221,596	1,353,638	11,778
Bridge Operating [8]	55,692	50,056	54,545	57,374	56,854
Brooklyn, Queens Co. & Sub., Receiver	446,330	397,952	426,436	430,337	416,010
Coney Island & Brooklyn, Receiver	585,604	512,832	509,570	489,849	466,953
Coney Island & Gravesend	34,338	27,652	20,338	16,995	16,145
Nassau Electric, Receiver	1,537,934	1,359,684	1,450,178	1,432,842	1,358,202
South Brooklyn	125,459	111,214	85,504	49,729	45,214
Brooklyn Rapid Transit surface	*5,119,908*	*4,510,559*	*4,778,167*	*4,735,837*	*4,451,519*
Bush Terminal	.....	.....	1,544	2,358	2,123
Manhattan Bridge 3-Cent Line	36,449	37,197	35,099	44,785	44,677
Marine [11]	4,997	4,997	4,997	2,499	2,499
Van Brunt St. & Erie Basin	19,074	21,119	22,243	21,511	17,501
Other Brooklyn surface	*60,520*	*63,313*	*63,885*	*71,155*	*66,800*
New York & Queens County	401,086	403,931	371,701	370,317	334,058
Long Island Electric	72,154	76,251	74,934	75,643	73,549
New York & Long Island	141,378	140,858	137,766	136,926	130,761
Ocean Electric	61,834	60,529	43,817	37,569	35,493
New York & North Shore (*to May 3, '20*)	46,521	48,922	48,706	49,536	47,775
Manhattan & Queens, Receivers	80,037	80,548	76,601	77,415	71,317
Other Queens surface	*803,010*	*811,039*	*753,585*	*747,406*	*698,953*
Total	5,983,438	5,284,911	5,959,575	5,554,396	5,191,272
Richmond Surface					
Richmond Light & R. R., Receiver	132,070	132,413	125,228	125,265	115,930
Staten Island Midland, Receiver	178,787	180,635	151,976	125,830	115,814
Southfield Beach	6,066	6,199	5,077	515	(9)
Total	316,923	319,247	282,281	251,610	231,744
Total, street-surface lines	10,570,790	9,956,519	9,924,001	9,789,176	9,222,437
Grand total	29,766,292	27,822,148	28,458,571	28,947,330	27,725,806

[11] Estimated. See note 3 on first double-page of Table V. Division by months made on basis of twice the number of active car miles in July, August, September and June as in the other months. For other footnotes, see first double-page of this table.

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TABLE VII. Traffic statistics — car and passenger movement

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*695,470,348*	*652,214,056*	*676,156,016*	*700,383,932*	*665,295,376*
Subway division	395,945,212	371,030,036	383,272,448	399,765,548	380,977,168
Elevated division	299,525,136	281,184,000	292,883,568	300,618,384	284,318,208
New York Consolidated, Receiver	319,863,708	286,352,788	301,301,890	307,312,893	315,214,252
Hudson & Manhattan	32,770,512	33,093,190	32,610,995	35,623,715	33,657,552
Total	1,048,104,568	971,660,014	1,010,068,901	1,043,320,540	1,014,167,180
Manhattan and Bronx Surface					
Third Avenue	20,985,042	20,820,311	18,535,102	18,046,159	17,277,281
Belt Line	2,398,822	2,574,804	2,626,523	2,681,768	2,594,795
Dry Dock, E. B'way & B	3,661,621	3,707,714	3,491,355	3,740,787	3,569,739
42d St., Manh. & St. N. Ave	11,470,923	11,576,856	10,396,935	11,094,006	10,660,794
Mid-Crosstown (*to Aug. 9, '19*)	312,672	74,088	.....	.....	.....
New York City Interborough	8,060,217	8,085,960	7,486,521	7,323,736	7,002,576
Pelham Pk. & C. I. (*to Aug. 9, '19*)	185,848	46,228	.....	.....	.....
Southern Boulevard	3,101,864	3,123,883	2,607,723	2,161,510	2,209,295
Union	30,858,087	31,770,080	26,225,578	25,776,180	24,856,678
Westchester Electric	8,214,196	8,351,640	7,133,250	6,012,948	5,869,536
3d Ave. system in city	*89,249,292*	*90,131,564*	*78,502,987*	*76,837,094*	*74,040,694*
Brooklyn and North River (*to Oct. 5, '19*)	2,209,688	2,200,501	2,122,034	273,984	.....
Second Avenue, Receiver	9,761,719	9,720,258	10,995,294	9,679,937	6,490,863
New York Railways, Receiver	88,775,022	77,704,976	77,603,386	70,129,893	64,381,355
Eighth Ave. (*from Aug. 1, '19*)	.....	9,427,104	9,422,244	9,310,428	9,399,060
Ninth Ave. (*from Oct. 1, '19*)	.....	.....	.....	4,586,976	4,914,360
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	189,995,721	189,184,403	178,645,945	170,818,312	159,226,332
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	36,202,170	76,925,968
Brooklyn Heights, Receiver	120,010,915	105,776,645	109,634,924	57,111,149	379,876
Bridge Operating [6]	1,983,042	1,779,918	1,943,694	2,044,964	2,027,720
Bklyn., Queens Co. & Sub., Receiver	20,209,042	17,953,099	18,665,269	17,613,020	17,090,236
Coney Island & Brooklyn, Receiver	34,813,004	30,446,544	28,311,856	18,106,082	15,410,002
Coney Island & Gravesend	2,186,284	1,765,965	1,195,201	529,185	479,699
Nassau Electric, Receiver	80,791,347	70,836,420	72,619,814	56,642,275	51,765,255
South Brooklyn	7,124,852	6,346,413	4,569,932	1,911,530	1,505,910
Brooklyn Rapid Transit surface	*267,118,486*	*234,905,004*	*236,940,690*	*190,160,375*	*165,884,068*
Bush Terminal	.....	.....	61,752	94,339	84,920
Manhattan Bridge 3-cent Line	1,749,552	1,785,456	1,684,752	2,149,680	2,144,496
Marine [12]	119,936	119,936	119,936	59,969	59,969
Van Brunt St. & Erie Basin	953,700	1,055,950	1,112,150	559,286	455,026
Other Brooklyn surface	*2,823,188*	*2,961,342*	*2,978,590*	*2,863,274*	*2,744,411*
New York & Queens County	16,773,890	16,865,048	15,536,710	15,408,436	13,927,028
Long Island Electric	3,608,578	3,887,262	3,514,574	2,813,788	2,518,834
New York & Long Island	6,264,267	6,164,824	6,222,994	6,074,868	5,740,006
Ocean Electric	3,205,743	2,939,046	2,123,539	1,789,775	1,765,446
New York & North Shore (*to May 3, '20*)	2,233,008	2,348,256	2,337,888	2,377,728	2,293,200
Manhattan & Queens, Receivers	4,241,921	4,269,044	40,59,853	4,025,580	3,779,801
Other Queens surface	*36,327,407*	*36,473,480*	*33,795,558*	*32,490,175*	*30,024,316*
Total	306,269,081	274,339,826	273,714,838	225,513,824	198,353,392
Richmond Surface					
Richmond Light & R. R., Receiver	6,888,995	6,890,088	6,344,889	5,593,028	5,086,963
Staten Island Midland, Receiver	7,488,992	7,628,381	6,761,193	4,745,601	4,374,026
Southfield Beach	273,001	278,977	228,033	23,174	(*)
Total	14,650,988	14,797,446	13,334,115	10,361,803	9,460,989
Total street-surface lines	510,915,790	478,321,675	465,694,898	406,693,939	367,040,713
Grand total	1,559,020,358	1,449,981,689	1,475,763,799	1,450,014,479	1,381,207,893

[12] Estimated. See note 13 on second double-page of Table V. Division by months made on basis For other footnotes, see first double-page of this table.

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TABLE VII. Traffic statistics — car and passenger

Operating Street Railways	July	August	September	October	November
Rapid Transit					
Interborough Rapid Transit	*14,163,116*	*13,282,080*	*13,767,878*	*14,269,170*	*13,537,574*
Subway division	7,741,326	7,253,538	7,492,170	7,819,139	7,446,481
Elevated division	6,421,790	6,028,542	6,275,708	6,450,031	6,091,093
New York Consolidated, Receiver	4,670,590	4,184,504	4,390,216	4,474,637	4,554,813
Hudson & Manhattan	761,822	769,345	758,655	829,289	781,618
Total	19,595,528	18,235,929	18,916,749	19,573,096	18,874,005
Manhattan and Bronx Surface					
Third Avenue	412,731	409,580	364,826	355,313	339,926
Belt Line	65,380	70,219	71,656	72,952	70,471
Dry Dock, E. B'way & B	112,563	112,932	105,170	112,511	108,057
42d St., Manh. & St. N. Ave	235,077	236,793	213,262	227,116	218,305
Mid-Crosstown (*to Aug. 9, '19*)	13,028	3,087	.....	.....	.....
New York City Interborough	172,308	171,498	165,396	167,276	160,009
Pelham Park & City Island (*to Aug. 9, '19*)	7,149	1,774	.....	.....	.....
Southern Boulevard	58,887	59,467	54,980	55,505	57,459
Union	624,252	640,320	556,672	567,175	546,120
Westchester Electric	159,962	161,807	150,718	153,532	150,311
3d Ave. system in city	*1,861,336*	*1,867,477*	*1,682,680*	*1,711,380*	*1,650,658*
Brooklyn & North River (*to Oct. 5, '19*)	64,819	64,580	61,754	8,082	.....
Second Avenue, Receiver	180,245	180,461	170,620	175,614	174,709
New York Railways, Receiver	2,223,320	1,933,400	1,917,736	1,745,901	1,615,643
Eighth Avenue (*from Aug. 1, '19*)	.....	264,122	264,099	260,891	263,279
Ninth Avenue (*from Oct. 1, '19*)	.....	.....	.....	127,416	136,510
N. Y. & Harlem (*from Feb. 1, '20*)	.....	.....	.....	.....	.....
Total	4,329,720	4,310,040	4,096,889	4,029,284	3,840,799
Brooklyn and Queens Surface					
Brooklyn City (*from Oct. 19, '19*)	.....	.....	.....	920,448	2,079,688
Brooklyn Heights, Receiver	2,351,177	2,062,703	2,242,942	1,359,481	11,778
Bridge Operating [6]	58,738	52,636	57,298	60,788	60,616
B'klyn, Queens Co. & Sub., Receiver	452,442	403,467	432,169	436,175	421,378
Coney Island & Brooklyn, Receiver	586,065	513,391	509,611	489,849	469,042
Coney Island & Gravesend	34,338	27,652	20,338	16,995	16,145
Nassau Electric, Receiver	1,550,098	1,369,860	1,460,475	1,446,356	1,374,228
South Brooklyn	154,656	137,165	116,966	83,632	74,975
Brooklyn Rapid Transit surface	*5,187,514*	*4,566,874*	*4,839,799*	*4,815,724*	*4,507,850*
Bush Terminal	1,013	1,031	2,605	3,655	3,248
Manhattan Bridge 3-Cent Line	36,497	37,248	35,146	44,846	44,736
Marine [13]	4,997	4,997	4,997	2,499	2,499
Van Brunt St. & Erie Basin	19,074	21,119	22,243	21,511	17,501
Other Brooklyn surface	*61,581*	*64,395*	*64,991*	*72,511*	*67,984*
New York & Queens County	414,962	416,884	383,594	381,413	345,523
Long Island Electric	73,493	77,641	76,675	76,962	74,771
New York & Long Island	149,061	148,706	146,238	144,333	137,655
Ocean Electric	62,611	61,290	44,507	38,075	35,928
New York & North Shore (*to May 3, '20*)	46,712	49,152	48,882	49,718	47,951
Manhattan & Queens, Receivers	81,152	81,452	77,422	78,012	71,860
Other Queens surface	*827,991*	*835,125*	*777,318*	*768,513*	*713,688*
Total	6,077,086	5,466,394	5,682,108	5,654,748	5,289,522
Richmond Surface					
Richmond Light & R. R., Receiver	132,205	132,419	125,244	125,272	115,933
Staten Island Midland, Receiver	179,214	180,822	152,170	125,830	115,828
Southfield Beach	6,066	6,199	5,077	515	(9)
Total	317,485	319,440	282,491	251,617	231,761
Total, street-surface lines	10,724,291	10,095,874	10,061,488	9,935,649	9,362,062
Grand total	30,319,819	28,331,803	28,978,237	29,508,745	28,236,087

[13] See note 11, Division E. For other notes, see first double-page of this table.

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TABLE VIII. TRAFFIC STATISTICS: CAR AN

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
Interborough Rapid Transit			(*Round*)			
Elevated division	—	*1,798*	*3,948,440*	*71,740,047*	*3,443,523*	*4,865,*
Second avenue elevated[3]	8.74	276	718,304	[3] 12,757,703	[3] 612,369	[3] 907,
Third avenue elevated[4]	12.79	777	1,827,678	[4] 30,050,646	[4] 1,442,432	[4] 2,141,
Sixth avenue elevated	14.35	372	773,021	16,299,766	782,389	1,112,
Ninth avenue elevated	10.07	373	630,437	12,631,932	606,333	804,
Subway division	—	*1,500*	*4,192,446*	*91,783,562*	*4,773,005*	*5,169,*
West Side line	17.07	722	1,601,158	47,345,833	2,461,963	2,726,
East Side line	15.84	700	1,594,314	39,840,791	2,071,721	2,170,
Grand Central shuttle	.44	[5] 9	524,125	461,190	23,982	17,
White Plains road subway	4.13	14	112,848	954,202	49,619	53,
Queensboro lines	6.83	55	270,001	3,186,546	165,700	189,
Total	—	3,298	8,140,886	163,528,609	8,216,528	10,035,
New York Consolidated, Receiver			(*Single*)			
Brighton Beach	12.17	152	563,941	6,554,905	342,022	467,
Broadway, (B'klyn) — Chambers street	13.12	143	219,096	2,565,639	139,786	214,
Broadway (B'klyn) — Lexington avenue	13.51	60	423,298	4,369,627	263,958	338,
Canarsie	10.14	147	978,682	7,080,416	575,083	549,757
Culver	11.68	52	283,484	2,650,729	146,671	210,01
Fifth avenue — Bay Ridge	7.32	26	215,781	1,288,768	69,328	112,
Fulton street	11.87	156	653,210	6,402,819	324,483	526,
Myrtle avenue — Park row	7.54	55	440,676	2,839,538	154,260	242,372
Myrtle avenue — Chambers street	7.25	85	182,737	1,298,100	95,227	99,492
Broadway (Manhattan)	5.63	74	679,164	3,580,564	322,251	280,642
Fourth avenue — Sea Beach	16.19	100	465,397	6,581,615	502,340	386,911
Fourth avenue — 86th Street	8.03	50	372,916	2,990,112	269,110	205,094
West End — Fourth avenue	15.70	99	471,883	6,191,608	557,200	366,080
Total	—	1,199	5,950,715	54,694,450	3,851,719	4,051,253
Hudson and Manhattan			(*Round*)			
Hoboken — 33d street	3.53	27	237,191	1,674,566	73,681	110,690
Cortlandt — Hoboken	2.96	35	304,389	1,804,950	79,418	99,662
Grove street — 33d street	4.40	24	15,958	143,587	6,318	8,918
Summit avenue — 33d street	5.79	40	280,103	3,193,128	140,497	182,066
Summit avenue — Cortlandt street	3.24	31	338,451	2,169,364	95,452	92,641
Total	—	157	1,176,592	8,985,595	395,366	493,977

[1] Unless otherwise indicated, the length of route entered in the table is, in the case of several sub-routes, the longest one regularly operated. For the Interborough, however, the length of route given is the one considered most representative of the sub-routes.

[2] Allowance is made for routes not operated the entire year by using weighted averages which take into account duration of operation. The figures in brackets represent these averages.

[3] Includes 943,589 car miles, 45,292,272 car-seat miles and 42,484 car hours made by Third avenue trains over Second avenue line.

[4] Does not include car miles, car-seat miles, or car hours made over Second Avenue line. See note 3.

[5] Interchange of transfers at 149th street and Third avenue is made between the Third Avenue El. and the east branch of the Lexington avenue

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PASSENGER MOVEMENT BY ROUTES, 1920

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of—						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(At 4 cents)								
358,819,238	215,239	[10,966,252]	57	.....	6	369,034,477	$18,449,871 46	25.7	$3.79
64,380,162	9,813	.....	11	.....	.....	64,389,975	3,219,400 62	25.2	3.99
140,677,209	100,867	[10,966,252]	16	.....	2	140,778,076	7,037,895 13	23.4	3.29
123,284,282	90,037	.....	13	.....	2	123,374,289	6,167,814 08	37.8	5.54
40,477,615	14,52.	.....	17	.....	2	40,492,137	2,024,461 63	16.0	2.52
536,533,173	515,460	[11,209,064]	28	.....	6	536,098,633	29,299,777 05	31.9	5.67
560,568,391	515,460	[11,209,064]	28	.....	6	561,083,851	28,049,037 95	32.0	5.69
6,114,741	.....	.....				6,114,741	305,737 05	32.1	5.72
18,900,041	.....	.....				18,900,041	945,002 05	29.7	4.98
954,402,411	730,699	[22,175,316]	[10] 85	.....	12	955,133,110	$47,749,348 51	29.2	$4.76
—	.....	—	1	.....	.....	—	—	—	—
—	.....	—	8	3	.....	—	—	—	—
—	.....	—	6	.....	.....	—	—	—	—
—	.....	—	8	3	.....	—	—	—	—
—	.....	—	4	.....	.....	—	—	—	—
—	.....	—	3	.....	.....	—	—	—	—
—	.....	—	4	.....	.....	—	—	—	—
—	.....	—	8	.....	.....	—	—	—	—
—	.....	—	.....	.....	.....	—	—	—	—
—	.....	—	7	.....	.....	—	—	—	—
—	.....	—	7	.....	.....	—	—	—	—
—	.....	—	4	1	1	—	—	—	—
—	.....	—	9	.....	.....	—	—	—	—
[7] 376,782,635	.....	[7] 1,063,729	60	7	1	[7] 377,846,364	[7] $13,842,994 31	34.5	$4.65
—	—	.....	.....	.....	.....	—	—	—	—
—	—	.....	.....	.....	.....	—	—	—	—
—	—	.....	.....	.....	.....	—	—	—	—
—	—	.....	.....	.....	.....	—	—	—	—
—	—	.....	.....	.....	.....	—	—	—	—
[8] 22,343,349	[8, 9] 50,902,487	.....	.....	.....	.....	[9] 92,250,836	[9] $5,807,934 89	64.6	$11.76

subway or the Lenox Avenue branch of the Seventh Avenue subway.

[6] No report for 1920. Entry taken from 1919 report.

[7] Figures cannot be subdivided among routes, as in the case of car movement data. For the distribution of fares by stations, see Table IX, C. Total passenger receipts include $3,862.50 post-office revenue.

[8] Figures cannot be subdivided by routes as in the case of car-movement data.

[9] Consists of 7,480,061 at 6 cents, 20,351,420 at 6.67, 27,038,999 at 7, 876,433 at 8.67, and 4,155,574 at 10.

[10] Represents the number of stations at which passengers may transfer from trains operated over one route to those operated over another route, or from local to express trains or vice versa.

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TABLE VIII. Traffic statistics: Car and

r RAILWAYS RES	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
NUE			(Round)			
.....	12.54	101	133,245	2,628,452	134.[illegible]	371,091
.....	2.08	18	86,327	358,226	18.[illegible]	49,730
.....	6.78	26	55,570	647,187	33.[illegible]	73,306
.....	2.68	58	38,624	230,198	11.[illegible]	33,189
t.....	2.58	12	37,108	246,868	12.[illegible]	27,170
.....	—	215	350,874	4,110,931	209.[illegible]	555,094
NE			(Round)			
.....	1.79	34	197,254	623,590	25.[illegible]	101,630
).....	4.94	16	18,272	173,081	4.[illegible]	30,360
.....	—	50	215,526	796,671	29.[illegible]	135,940
3'WAY & B.			(Round)			
.....	3.17	35	122,788	523,405	20.[illegible]	85,485
.....	3.06	26	58,849	321,463	12.[illegible]	40,717
).....	3.87	34	61,367	431,992	10.[illegible]	78,239
.....	—	95	243,004	1,276,860	43.[illegible]	205,442
ST. N. AVE.			(Round)			
.....	1.94	47	147,428	625,623	31.[illegible]	105,149
.....	8.52	75	90,495	1,242,696	63.[illegible]	176,884
.....	4.91	26	55,855	445,277	22.[illegible]	55,798
ry).....	2.48	11	34,908	129,263	3.[illegible]	10,303
.....	—	159	328,686	2,442,859	121.[illegible]	
OWN[9]			(Round)			
own (storage-baty.)	2.32	[2] 14	3,564	16,115	38	
TERBOROUGH			(Round)			
.....	6.27	13	30,980	391,111	17,584	38,905
.....	6.15	18	50,786	628,597	31,921	61,817
.....	2.63	7	35,192	185,997	7,324	32,322
.....	4.24	8	27,812	237,396	9,563	21,597
.....	2.63	16	75,730	399,266	18,037	53,823
.....	1.69	2	12,776	43,930	1,919	7,036
.....	—	64	233,276	1,886,297	86,348	204,501

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ecified.
e at 1¾ cents.

[5] Excludes 9,643 fares returned amounting to $482.15.

[6] Excludes 3,226 fares returned amounting to $161.30.

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of —						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(At 3 cents)[5]								
33,505,041	[5] 1,481,176	4,054,339	4	10	.....	39,040,556	$1,718,985 54	65.4	$4 63
4,886,040	.....	886,220	2	3	.....	5,772,260	244,302 00	68.2	4 91
6,246,382	.....	516,298	4	1	.....	6,762,680	312,319 10	48.3	4 26
2,129,588	.....	301,157	4	1	.....	2,430,745	106,479 40	46.3	3 21
2,424,061	.....	128,628	3	1	.....	2,552,709	121,204 05	49.1	4 36
[5] 49,181,489	1,481,176	5,886,642	17	16	.....	[5] 56,549,307	[5] $2,502,807 94	60.9	$4 51
	(At 2 cents)								
6,388,539	10,171,784	434,192	2	3	5	16,994,515	$522,862 63	83.8	$4 95
801,300	.....	97,684	1	4	2	898,984	40,065 00	23.1	1 32
[6] 7,186,613	10,171,784	531,876	3	7	7	[6] 17,890,273	[6] $562,766 33	70.6	$4 14
	(At 1 2-3 cents)								
4,541,824	.....	821,381	2	1	2	5,363,205	$227,091 20	43.4	$2 76
3,113,122	351	233,222	4	2	1	3,346,695	155,661 96	48.4	3 33
3,711,126	.....	314,391	2	3	6	4,025,517	185,556 30	43.0	2 43
[7] 11,362,669	351	1,368,994	8	6	9	[7] 12,732,014	[7] $568,139 31	44.5	$2 77
	(At 3 cents)								
12,211,121	.....	2,430,547	3	6	.....	14,641,668	$610,556 05	97.6	$5 81
17,452,216	1,823,125	1,347,161	4	6	2	20,622,502	927,304 55	74.6	5 24
4,972,926	.....	627,097	3	2	.....	5,600,023	248,646 30	55.8	4 46
775,769	.....	279,244	1	2	.....	1,055,013	38,788 45	30.0	1 89
[8] 35,402,273	1,823,125	4,684,049	11	16	2	[8] 41,909,447	[8] $1,824,807 40	74.7	$5 09
94,989	.....	37,481	.....	7	.....	132,470	$4,749 45	29.5	$1 43
	(At 4 cents)								
2,279,785	22,090	853,579	4	8	.....	3,155,454	$114,872 85	29.4	$2 95
5,432,002	501,886	1,503,790	2	10	.....	7,437,678	291,675 54	46.4	4 72
1,217,293	141,001	159,554	.....	5	.....	1,517,848	66,504 69	35.8	3 12
1,083,185	61,082	166,050	5	5	.....	1,310,317	56,602 53	23.8	2 62
5,482,007	.....	1,788,972	1	4	.....	7,270,979	274,100 35	68.7	5 09
53,516	.....	24,600	2	1	.....	78,116	2,675 80	6.1	0 38
[10] 15,541,469	726,059	4,496,545	14	33	—	[10] 20,764,073	[10] $806,115 81	42.7	$3 94

[7] Excludes 3,403 fares returned amounting to $170.15.

[8] Excludes 9,759 fares returned amounting to $487.95.

[9] Discontinued Aug. 9, 1919.

[10] Excludes 6,319 fares returned amounting to $315.95.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
Pelham Park & City Island[3]			(*Round*)			
Storage-battery	2.89	[1] 3	1,537	8,926	232	1,502
Southern Boulevard			(*Round*)			
138th street and Third ave. to Pelham ave	5.81	27	62,601	731,137	30,766	77,038
Union			(*Round*)			
Boston road	5.07	25	51,783	525,087	26,034	65,071
Westchester avenue	5.61	36	75,406	846,078	42,944	95,085
177th street	4.20	23	65,522	550,409	24,043	61,550
138th street	2.65	13	55,086	291,885	11,364	31,681
Sedgwick avenue	4.79	8	15,730	151,669	6,176	16,889
Fort Schuyler	.96	7	44,254	85,064	3,702	12,039
Morris avenue	1.74	5	36,630	127,438	4,865	14,023
163d street crosstown	3.78	23	50,431	381,280	17,000	47,512
Fordham Heights	2.16	2	6,730	29,083	1,304	3,715
Williamsbridge	7.28	7	15,417	224,489	9,160	18,666
Webster and White Plains avenue	8.72	35	56,146	979,112	48,552	100,400
Jerome avenue	8.50	15	24,055	409,199	18,741	38,888
207th street crosstown	2.40	8	37,707	180,996	9,069	22,462
167th street crosstown	3.70	14	46,907	347,126	17,712	43,802
Clason point	3.21	13	32,383	207,865	9,277	18,472
St. Ann's avenue — Harlem	2.20	6	29,600	133,874	5,201	15,570
Pelham Bay Park	1.20	3	28,871	67,572	2,867	7,595
Willis avenue and Bedford park	10.04	41	56,678	1,142,678	58,282	132,069
Shuttle, 128th–138th streets	.49	3	19,527	45,762	1,791	8,079
Total	—	287	748,863	6,726,666	318,184	753,568
Westchester Electric			(*Round*)			
Bedford park	4.82	8	39,447	358,811	15,627	39,866
Fifth avenue and Mt. Vernon	2.04	3	25,615	105,200	4,470	13,661
Fifth avenue and 6th street	2.13	2	5,087	21,824	926	2,749
Pelham Manor	2.23	2	12,270	55,445	2,264	7,811
North Pelham	3.39	4	17,666	121,001	5,160	16,756
East Main street	1.47	4	2,685	7,992	323	1,294
North street and Fifth avenue	2.07	3	26,252	109,862	4,630	14,610
Beachmont park	1.60	1	3,477	11,292	439	1,547
Glen Island	1.77	3	27,019	96,318	4,026	14,030
New Rochelle — Mt. Vernon	4.39	1	1,719	16,009	624	1,470
New Rochelle — 229th street	6.45	10	43,440	562,522	24,019	57,410
Tuckahoe line	5.44	4	19,709	214,386	9,178	26,547
Webster avenue and Hudson park	2.77	2	23,401	130,362	5,510	20,258
New Rochelle — Hudson park[10]	1.05	[1] 2	829	1,752	95	324
Bronxville[5]	5.40	[1] 2	6,866	73,686	3,280	9,281
Conductor's shorts	—	—	—	—	—	—
Tickets sold	—	—	—	—	—	—
Total	—	[49] 51	255,482	1,886,462	80,571	227,614
Yonkers Railroad			(*Round*)			
Getty Square — subway at 242d street	2.60	N. R.	34,441	191,996	8,893	26,367
Brooklyn & North River			(*Round*)			
Main lines[7]	3.03	[8] 29	30,541	183,683	6,806	28,232
Second Avenue, Receiver			(*Round*)			
Second avenue	7.73	[9] 40	74,920	1,009,403	45,790	142,641
First avenue	6.28	[9] 36	67,124	758,632	34,650	108,160
86th street	0.56	[9] 1	27,376	30,659	1,043	5,469
Total	—	[9] 77	169,429	1,798,694	81,483	256,270

For notes 1 and 2 see first double-page of this table.

[3] Discontinued Aug. 9, 1919.

[4] Excludes 29,531 fares returned amounting to $1,476.55.

[5] Operation begun Feb. 22, 1920.

[6] Includes transportation of Letter Carriers, 25,596 fares amounting to $1,279.80, and a credit

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passenger movement by routes, 1920—Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of—						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
51,113	.....	.....	.....	.....	.....	51,113	$2,555 65	28.6	$1 70
5,771,178	.....	2,517,358	.....	11	.....	8,288,536	$288,558 90	39 5	$3 75
4,938,248	.....	1,876,773	15	6	.....	6,815,021	$246,912 40	47.0	$3 79
6,960,062	.....	2,590,330	7	3	.....	9,559,392	348,453 10	41.2	3 66
4,824,299	.....	2,455,959	8	5	.....	7,280,258	241,214 95	43.8	3 92
2,601,658	.....	920,333	3	1	.....	3,521,991	130,062 90	44.6	4 11
492,200	.....	199,676	7	3	.....	691,876	24,610 00	16.2	1 46
828,846	.....	650,436	1	.....	.....	1,479,282	41,442 30	48.7	3 44
843,550	.....	496,011	2	2	.....	1,339,561	42,177 50	33.1	3 01
4,147,081	.....	1,409,240	6	3	.....	5,556,321	207,354 05	54.4	4 36
86,471	.....	39,420	3	3	.....	125,891	4,323 55	14.9	1 16
555,487	.....	341,230	3	2	.....	896,717	27,774 35	12.4	1 49
8,909,636	.....	2,352,033	9	4	.....	11,261,669	445,481 80	45.5	4 44
1,333,010	.....	543,917	5	5	.....	1,876,927	66,650 50	16.3	1 71
1,689,266	.....	772,463	3	3	.....	2,461,729	84,463 30	46.7	3 76
3,956,201	.....	1,303,361	8	2	.....	5,259,562	197,810 05	57.0	4 52
1,269,431	.....	437,466	2	1	.....	1,706,897	63,471 55	30.5	3 44
892,766	.....	448,250	4	1	.....	1,341,016	44,638 30	33.3	2 87
347,620	.....	304,738	1	.....	.....	652,358	17,381 00	25.7	2 29
14,226,567	.....	3,387,035	7	6	.....	17,613,602	711,328 35	62.3	5 39
449,764	.....	270,305	.....	1	.....	720,069	22,488 20	49.1	2 78
[4] 59,331,632	.....	20,798,976	94	51	.....	[4] 80,130,608	[4] $2,966,581 60	44.1	$3 94
2,632,329	.....	331,827	2	1	1	2,964,156	$131,616 45	36.7	$3 30
671,033	.....	158,114	3	1	1	829,147	33,551 65	31.9	2 46
115,473	.....	28,710	4	1	1	144,183	5,778 65	26.5	2 10
141,631	.....	31,018	3	.....	.....	172,649	7,081 55	12.8	0 91
588,838	.....	124,520	4	2	1	713,358	29,441 90	24.3	1 76
25,032	.....	4,399	2	.....	.....	29,431	1,251 60	15.7	97
793,361	.....	141,065	2	.....	1	934,446	39,668 05	36.1	2 72
77,575	.....	6,365	2	.....	1	83,940	3,878 75	34.3	2 51
681,329	.....	180,004	2	.....	1	861,333	34,066 45	35.4	2 43
23,847	.....	7,898	6	1	1	31,745	1,192 35	7.4	81
4,260,091	.....	747,628	7	1	1	5,007,719	213,004 55	37.9	3 71
1,097,539	.....	267,461	2	1	2	1,365,000	54,876 95	25.6	2 07
978,903	.....	289,000	2	.....	1	1,267,903	48,945 15	37.5	2 42
53,956	.....	24,230	2	.....	1	78,186	2,697 80	154.0	8 33
467,477	.....	74,663	.....	.....	.....	542,140	23,373 85	31.7	2 52
20,469	.....	——	—	—	—	20,469	1,023 45	—	—
72,463	.....	——	—	—	—	72,463	3,623 15	—	—
[6] 12,720,540	.....	2,416,922	43	8	13	[6] 15,137,462	[6] $636,027 00	33.7	$2 79
2,817,848	.....	205,570	N. R.	N. R.	N. R.	[8] 3,023,418	$140,892 40	73.4	$5 34
493,817	(At 3½ cents) [8] 1,067,054	932,165	.....	14	.....	[8] 2,483,036	[8] $57,644 35	31.4	$2 04
9,155,547	(At 3 cents) 724,891	290,449	2	.....	3	10,170,887	$479,524 08	47.5	$3 36
6,691,403	930,791	246,634	3	.....	4	7,868,828	362,493 88	47.8	3 35
18,196	.....	11,167	2	.....	.....	29,363	909 80	3.0	0 17
15,865,146	1,655,682	548,250	7	.....	7	18,069,078	$842,927 76	46.9	$3 29

for 6,402 fares rcturned amounting to $320.10.

[7] Operation discontinued Oct. 4, 1919.

[8] Of these, 3,468 were at 3 cents, and 272,410 at 2½c.

[9] Figures of 1918 in absence of a return for 1919 and 1920.

[10] Operation discontinued Sept. 22, 1919.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
New York Railways, Receiver			(*Round*)			
Lexington avenue	9.83	78	121,470	2,637,827	100,624	359,920
Fourth and Madison avenue[7]	9.14	[70] 119	107,234	2,284,529	101,950	299,848
Sixth and Amsterdam avenue[9]	9.32	[17] 66	31,494	541,111	20,798	79,003
Sixth ave., 59th st., Cortlandt St. Br.[11]	5.27	[34] 46	102,314	1,075,180	40,501	168,777
Broadway and Columbus avenue[9]	10.26	[21] 84	34,822	733,556	37,304	110,580
Broadway and 7th ave.[11]	5.02	[50] 67	144,236	1,422,154	73,836	259,042
Columbus and Lenox ave.[11]	4.58	[12] 16	73,678	670,835	29,866	82,302
Broadway and Amsterdam ave.[9]	6.90	[11] 43	28,286	389,784	19,810	57,780
Seventh ave. and Brooklyn[17]	5.87	74	148,968	1,546,436	54,417	239,783
Eighth avenue[10]	10.34	[7] 77	11,415	241,509	9,108	30,384
Ninth avenue[9]	4.12	[5] 19	19,444	166,136	5,649	25,647
145th street	.89	6	127,149	227,596	9,104	33,998
116th street	2.28	15	141,013	632,178	23,615	85,816
106th street[24]	.67	1	28,431	19,153	651	2,839
86th street[7]	1.72	[11] 19	96,525	329,609	11,210	48,625
53d street[11]	.34	1	53,639	18,009	612	5,705
34th street	2.35	30	171,160	803,587	30,466	127,749
23d street	2.44	36	171,427	965,503	40,723	149,264
14th street[25]	4.80	76	258,572	2,126,916	85,051	326,246
8th street	2.26	15	87,185	398,050	14,217	64,320
Canal street[27]	.65	1	15,102	20,130	564	3,517
Total, Electric — conduit	—	[*571*] *889*	*1,973,561*	*17,249,978*	*710,076*	*2,561,195*
Avenue C (storage-battery)[28]	3.43	[2] 10	11,049	74,206	2,301	15,211
Sixth avenue ferry (storage-battery)[28]	.93	[1] 4	3,489	6,488	201	1,456
Spring and Delancey sts. (storage-battery)[29]	2.29	[18] 28	55,465	134,375	4,166	33,612
Madison street (storage-battery)[29]	2.23	[4] 16	20,797	81,366	2,522	19,280
Total, Storage-battery	—	[*26*] *58*	*90,800*	*296,435*	*9,190*	*69,559*
Total — New York Railways	—	[596] 947	2,064,361	17,546,313	719,266	2,630,754
Eighth Avenue			(*Round*)			
Eighth avenue[30]	10.267	[64] 69	183,637	2,480,841	83,588	337,704
Ninth Avenue			(*Round*)			
Ninth avenue[31]	4.12	[24] 32	105,850	958,973	34,523	132,011
New York & Harlem			(*Round*)			
Fourth & Madison avenue[32]	8.400	[34] 82	120,936	1,087,632	44,665	152,888
86th street crosstown[33]	1.708	[7] 16	60,789	178,047	6,497	26,089
Total	—	[41] 98	181,725	1,265,679	51,162	178,977

For notes 1 and 2 see first double-page of this table.

[3] Unless otherwise specified.

[4] The 7-cent fares referred to in several of the following notes represent 5-cent passengers purchasing 2-cent transfers.

[5] Consists of free transfers collected and whole and portions of 2-cent transfers collected.

[6] Of which 2,157,522 were at 7 cents and 4,569 at 1¾.

[7] Operation discontinued Feb. 1, 1920.

[8] Of which 1,848,659 were at 7 cents and 3,039 at 1¾.

[9] Operation discontinued Oct. 1, 1919.

[10] Of which 581,560 were at 7 cents and 18,609 at 1¾.

[11] Operation begun Oct. 1, 1919.

[12] Of which 1,879,436 were at 7 cents and 735 at 1¾.

[13] Of which 382,441 were at 7 cents and 17,703 at 1¾.

[14] Of which 1,231,392 were at 7 cents and 495 at 1¾.

[15] Consists of 191,012 at 7 cents and 144,179 at 1.2.

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of —						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(At 3 cents)[8,4]	[5]							
20,643,378	[6] 3,849,186	3,419,358	9	.....	1	27,916,922	$1,234,134 44	46.8	$3 42
18,893,816	[8] 2,881,949	3,361,658	.....	.....	.....	25,137,423	1,105,055 11	48.4	3.69
4,119,146	[10] 1,228,000	1,239,038	.....	.....	.....	6,586,184	265,811 58	49.1	3.36
8,616,314	[12] 2,962,735	2,014,484	7	.....	1	13,493,533	591,865 39	55.0	3.51
7,134,191	[13] 1,300,811	948,810	.....	.....	.....	9,383,812	410,795 48	56.0	3.71
15,766,971	[14] 1,491,958	1,695,649	7	.....	1	18,954,578	882,356 37	62.0	3.41
4,872,154	[15] 335,191	237,353	3	.....	1	5,444,698	258,708 69	38.6	3.14
3,827,220	[16] 296,642	520,198	.....	.....	.....	4,634,060	206,935 82	53.1	3.58
10,481,103	[18] 1,921,794	1,884,115	13	.....	1	14,287,012	641,392 65	41.5	2.67
2,048,115	[20] 278,200	632,792	.....	.....	.....	2,959,107	110,630 39	45.8	3.64
989,573	[21] 236,888	404,905	.....	.....	.....	1,631,366	65,666 41	39.5	2.56
1,096,048	[22] 318,034	354,019	1	.....	.....	1,768,101	77,064 78	33.9	2.27
5,411,390	[23] 662,989	1,437,722	3	.....	1	7,512,110	303,150 76	48.0	3.53
916	[25] 4,047	92	.....	.....	.....	5,055	94 36	0.5	.03
2,582,422	[27] 465,283	1,515,370	.....	.....	.....	4,563,075	161,690 91	49.1	3.33
17,465	.....	24,302	1	.....	1	41,767	873 25	4.8	.15
8,501,989	[32] 2,091,091	2,410,739	4	.....	2	13,003,819	571,475 82	71.1	4.47
10,321,506	[33] 2,403,183	3,070,858	4	.....	2	15,795,547	684,298 11	70.9	4.58
20,588,135	[33] 3,171,033	3,460,998	8	.....	1	27,220,216	1,251,382 91	58.8	3.84
2,175,107	[37] 894,779	855,858	8	.....	.....	3,925,744	171,389 88	43.1	2.66
18,372	[38] 2,140	5,192	.....	.....	.....	25,704	1,068 40	5.8	0.30
148,110,340	*26,685,988*	*29,498,405*	*68*	.....	*12*	*204,289,733*	*8,996,841 51*	*52.8*	*3.51*
375,415	[42] 70,722	149,030	.....	.....	.....	595,157	23,721 29	32.0	1.56
4,663	[42] 883	1,478	.....	.....	.....	7,024	294 96	4.5	0.20
386,582	[44] 184,896	315,469	3	.....	.....	1,386,949	57,271 96	42.6	1.70
661,328	[46] 117,443	168,488	.....	.....	.....	947,259	41,287 41	50.7	2.14
1,027,988	*373,940*	*634,456*	*3*	.....	.....	*2,936,389*	*122,575 62*	*41.8*	*1.76*
150,038,328	27,059,934	30,127,860	71	.....	12	207,226,122	$9,118,417 13	52.0	$3.47
	(At 2 cents)								
18,658,603	812,399	940,495	.....	.....	.....	20,411,407	$949,176 30	38.3	$2.81
	(At 3.8 cents)								
5,568,171	386,647	19,608	.....	3	.....	5,974,426	$293,101 14	30.6	$2.22
10,208,515	.....	657,483	1	.....	3	10,860,997	$510,175 75	46.9	$3.34
1,269,086	.....	360,059	1	.....	.....	1,629,145	63,454 30	35.6	2.43
11,472,601	.....	1,017,541	2	.....	3	12,490,142	$573,630 05	45.3	$3.21

[16] Of which 174,389 were at 7 cents.
[17] Operation discontinued March 6, 1920.
[19] Of which 1,492,092 were at 7 cents.
[19] Operation discontinued August 1, 1919.
[20] Of which 9,102 were at 1½ cents.
[21] Of which 227,769 were at 7 cents and 2,223 at 1½.
[22] At 7 cents.
[23] Consists of 424,568 at 7 cents and 238,421 at 1.2.
[24] Operation begun March 7, 1920.
[25] At 1.2 cents.
[26] Operation discontinued March 6, 1920 and resumed March 7, 1920.
[27] Operation temporarily discontinued Dec. 1, 1919.
[28] Operation discontinued Sept. 21, 1919.
[29] Operation discontinued Sept. 21, 1919 and resumed Feb. 1, 1920.
[30] Operation begun August 1, 1919.
[31] Operation begun October 1, 1919.
[32] Operation begun February 1, 1920.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]		Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle.)
Brooklyn City[3]				(Single)			
Avenue C	.64	[1]	1	50,094	32,133	970	4,988
Bergen Beach Shuttle	1.81	[1]	2	35,706	67,005	2,084	6,355
Bushwick avenue	4.74	[13]	18	100,993	430,810	14,278	56,343
Calvary Cemetery	1.41	[3]	4	47,846	64,149	1,984	11,118
Court street	3.14	[17]	25	176,202	512,402	18,941	69,145
Crosstown	9.07	[41]	59	195,192	1,223,800	50,088	177,770
Cypress Hills	1.72	[3]	4	58,648	96,302	3,129	13,546
Flatbush avenue	8.58	[66]	95	304,942	1,858,100	85,631	234,059
Flatbush avenue shuttle	.84	[1]	2	29,344	29,472	884	4,158
Flushing avenue	10.17	[29]	41	123,363	776,731	33,036	92,376
Flushing — Ridgewood	8.13	[15]	22	111,286	670,086	23,184	69,321
Fulton street	7.78	[36]	51	180,864	1,017,712	40,948	137,879
Gates avenue	6.89	[50]	72	312,162	1,494,004	67,418	196,945
Grand street shuttle	.95	[1]	1	26,383	24,672	746	4,678
Grand street	9.81	[15]	22	100,171	661,313	21,886	70,431
Graham avenue	6.59	[45]	64	214,953	1,226,839	46,815	173,121
Greenpoint	4.94	[8]	12	52,939	222,574	6,928	29,254
Hamilton avenue	4.10	[15]	22	133,883	458,942	15,885	59,873
Lorimer street	6.41	[20]	29	132,714	641,638	21,707	90,342
Meeker avenue	.93	[1]	2	59,450	52,959	1,632	8,970
Myrtle avenue	5.78	[18]	26	133,301	545,027	20,584	72,639
Nassau avenue	1.16	[6]	9	123,536	137,663	4,326	25,050
Nostrand avenue	7.57	[23]	33	158,597	779,325	36,653	99,482
Nostrand avenue shuttle	1.23	[1]	1	37,576	43,403	1,334	4,930
Putnam avenue	7.32	[44]	63	291,210	1,429,471	61,417	187,219
Richmond Hill	4.23	[13]	19	149,291	563,679	23,632	56,970
Sixteenth avenue	1.22	[1]	2	40,316	48,205	1,445	6,748
65th St.— Bay Ridge avenue	5.07	[8]	11	96,595	394,921	12,472	41,096
65th St.— Fort Hamilton ave	3.47	[6]	8	104,604	226,594	7,227	28,035
Third avenue	4.96	[16]	23	121,116	430,372	16,878	63,209
Tompkins avenue	6.41	[16]	23	143,696	650,992	30,889	80,261
Union avenue	4.59	[16]	23	91,150	364,680	13,258	56,415
Park Slope[4]	1.56	[2]	8	10,864	44,854	2,146	5,706
Total	—	[551]	797	3,948,989	17,270,827	690,435	2,238,432

For notes 1 and 2 see first double-page of this table.

[3] The Brooklyn City Railroad began operation Oct. 19, 1919, its property having been previously held under lease and operated by the Brooklyn Heights R. R. Co.

[4] The Park Slope line is operated (operation begun April 12, 1920) on the tracks of the Coney

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of —						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(At 3 cents)								
149,365	7,507	74,662	1	.....	.....	231,534	$7,603 46	23.9	$1.54
126,196	7,820	67,417	1	.....	.....	201,433	6,544 40	9.8	1.03
3,377,342	86,908	108,226	3	.....	1	3,572,476	171,474 34	39.8	3.04
382,947	5,416	1,841	.....	.....	.....	390,204	19,309 83	30.1	1.74
5,249,066	39,579	514,482	5	.....	.....	5,803,127	263,640 67	51.5	3.81
13,771,252	180,267	571,375	1	.....	.....	14,522,894	693,970 61	56.7	3.90
464,114	15,992	43	1	.....	.....	480,149	23,685 46	24.6	1.75
13,033,132	263,818	976,059	10	.....	.....	14,273,009	659,571 14	35.5	2.83
102,631	7,854	75,368	1	.....	.....	185,853	5,367 17	18.2	1.29
5,708,276	92,383	304,281	4	.....	.....	6,104,940	288,185 59	37.1	3.12
3,312,452	112,291	141,733	2	.....	.....	3,566,476	168,991 33	25.2	2.44
8,201,650	147,891	311,198	3	.....	.....	8,660,739	414,519 23	40.7	3.01
13,239,994	231,234	252,585	4	.....	.....	13,723,813	668,936 72	44.8	3.40
45,319	518	35,840	1	.....	.....	81,677	2,281 49	9.2	0.49
3,914,483	128,597	194,982	3	.....	.....	4,238,062	199,582 06	30.2	2.83
12,318,422	196,168	712,936	3	.....	.....	13,227,526	621,806 14	50.7	3.59
831,517	5,596	103,980	8	.....	.....	931,093	41,242 73	18.5	1.41
4,531,667	42,047	225,163	1	.....	.....	4,799,877	227,874 76	49.7	3.81
5,642,876	145,481	456,991	4	.....	.....	6,245,348	286,508 23	44.7	3.17
217,001	2,578	221,582	2	.....	.....	441,161	10,927 39	20.6	1.22
4,835,328	94,680	87,338	2	.....	.....	5,017,346	244,606 80	44.9	3.37
1,239,085	11,788	1,118,039	5	.....	.....	2,368,912	62,307 89	45.3	2.49
7,067,387	168,610	395,164	4	.....	1	7,631,161	358,427 65	46.0	3.60
79,012	8,286	40,567	1	.....	.....	127,865	4,199 18	9.7	8.52
12,780,189	246,137	435,424	4	.....	.....	13,461,750	646,393 56	45.2	3.45
4,925,788	143,705	15,147	.....	.....	.....	5,084,640	250,600 55	44.5	4.40
136,470	1,389	10	.....	.....	.....	137,869	6,865 17	14.2	1.02
1,584,585	31,256	2,040	.....	.....	.....	1,617,881	80,166 93	20.3	1.95
809,098	19,548	96,922	.....	.....	1	925,568	41,041 34	18.1	1.46
3,426,685	41,131	31,445	6	.....	.....	3,499,261	172,568 18	35.9	2.73
5,570,967	153,987	209,825	3	.....	1	5,934,779	283,167 96	43.5	3.53
2,895,282	71,276	180,444	2	.....	.....	3,147,002	146,902 38	40.3	2.60
280,303	4,089	417	.....	.....	.....	284,809	14,137 82	31.5	2.48
140,239,881	2,716,827	7,963,526	85	.....	4	150,920,234	[5] $7,102,398 10	41.1	$3.17

Island & Brooklyn, Brooklyn City and Nassau Electric, the percentage of the track mileage of each company used being 38 per cent, 34.2 per cent and 27.8 per cent respectively. The revenues and expenses are shared by the companies in this proportion, as are the operating data here shown.

[5] Includes Post Office revenues, $8,899.24.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
Brooklyn Heights, Receiver[3]			(Single)			
Avenue C	.78	[1] 2	23,326	17,955	601	3,030
Bushwick avenue	6.47	[10] 33	43,809	247,161	11,147	31,600
Calvary Cemetery	1.41	[1] 5	23,144	30,939	1,052	5,024
Court street	3.12	[6] 23	64,537	197,507	10,129	26,293
Crosstown	9.37	[17] 59	81,742	517,948	25,547	72,940
Cypress Hills	1.67	[1] 3	25,504	42,367	1,672	5,718
Flatbush avenue	11.11	[27] 93	139,744	834,021	48,794	97,260
Flatbush avenue shuttle	.84	[1] 1	17,398	14,500	493	2,184
Flushing avenue	10.01	[12] 40	48,240	311,314	15,820	35,583
Flushing–Knickerbocker	5.69	[3] 12	8,592	45,993	2,535	5,734
Flushing–Ridgewood	7.00	[4] 15	45,983	255,661	8,770	22,377
Fulton street	9.78	[15] 53	78,965	469,129	22,862	62,449
Gates avenue	7.38	[21] 71	104,290	655,281	38,341	81,265
Gates avenue–Prospect park	5.75	[2] 7	1,556	8,937	581	1,159
Graham avenue	6.73	[18] 61	90,695	511,907	25,275	68,239
Grand street	9.93	[7] 26	42,927	298,993	12,110	31,762
Greenpoint	6.98	[3] 12	19,193	128,223	4,369	16,563
Hamilton avenue	5.92	[7] 23	54,871	195,408	10,650	24,496
Lorimer street	5.90	[9] 32	67,520	294,317	15,684	41,894
Meeker avenue	.91	[1] 2	23,786	21,166	720	3,697
Montague street	0.31	[2] 2	82,286	58,135	1,548	10,958
Myrtle avenue	7.50	[10] 36	60,876	325,027	16,171	42,605
Nassau avenue	1.08	[2] 7	44,912	50,428	1,715	8,600
Nostrand avenue	10.85	[10] 33	69,422	354,527	15,760	44,198
Nostrand avenue shuttle	2.20	[1] 2	16,820	25,335	862	3,408
Nostrand avenue–Prospect park	5.75	[1] 5	981	4,524	217	747
Putnam avenue	7.27	[18] 62	118,498	595,445	31,534	74,364
Richmond Hill	3.76	[6] 20	48,112	177,443	9,368	19,256
Sixteenth avenue	6.40	[8] 27	51,393	279,252	11,953	31,997
65th street–Bay Ridge	4.94	[3] 9	33,867	151,849	5,171	15,882
65th street–Fort Hamilton avenue	2.03	[2] 6	45,826	91,368	3,050	11,785
Third avenue	8.11	[7] 26	58,457	35,631	13,291	30,074
39th street–Fort Hamilton avenue	3.79	[1] 2	3,455	11,664	386	1,563
Tompkins avenue	6.48	[7] 23	58,728	272,948	13,092	32,352
Tompkins–Culver	8.28	[4] 13	4,422	36,269	2,186	4,498
Union avenue	5.54	[6] 22	32,052	176,088	8,134	24,806
Wyckoff avenue	.42	[1] 1	7,346	2,952	96	884
Brooklyn Bridge[33]	[34] 1.14	[4] 4	107,984	121,121	4,012	17,623
Total	—	[259] 873	1,851,259	8,068,733	395,698	1,014,867
Bridge Operating[37]			(Single)			
Williamsburg Bridge	1.60	18	445,418	680,648	27,989	83,167

[1] See note 1 on first double page of this table.

[2] Figures in brackets represent the weighted average of the company's and receiver's entries on a yearly basis. Figures not in brackets are the weighted average for the combined returns of the company and receiver for the time operated.

[3] With the exception of the Montague Street route and the Brooklyn Bridge route, these data cover the period from July 1, 1919 to Oct. 19, 1919, at which date the Brooklyn City resumed operation of its own property. See note 3 on preceding double page.

[4] Unless otherwise specified.

[5] See note 4 on fourth double-page of this table.

[6] Of these 90,827 were at 7 cents.

[7] Of these 178,758 were at 7 cents.

[8] Of these 118,384 were at 1¾ cents, and 789,338 at 7.

[9] Of these 32,156 were at 1¾ cents and 423,120 at 7.

[10] Of these, 359,698 were at 7 cents.

[11] Of these, 47,621 were at 7 cents.

[12] Of these, 88,465 were at 7 cents.

[13] Of these, 51,056 were at 1¾ cents and 502,391 at 7.

[14] Of these, 34,175 were at 1¾ cents and 778,866 at 7.

[15] Of these, 9,165 were at 7 cents.

[16] Of these, 839,430 were at 7 cents.

[17] Of these, 135,914 were at 7 cents.

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
At 5 cents	At other than 5 cents	Number collected	Number of transfer points to cars of— Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(*At 3 cents*) [6, 5]								
105,388	3,190	85,186	1	4	.....	193,764	$5,365 10	29.9	$1 77
1,662,776	[6] 125,919	494,331	23	12	.....	2,303,026	91,549 45	37.0	2 90
174,443	4,276	108,181	6	.....	.....	286,900	8,850 43	28.6	1 76
1,490,498	[7] 192,222	571,268	15	13	.....	2,253,988	87,441 88	44.3	3 33
3,923,443	[8] 948,542	1,773,468	35	37	1	6,645,453	254,623 49	49.2	3 49
222,193	7,379	196,005	7	3	.....	425,577	11,331 02	26.7	1 98
4,578,888	[9] 530,885	1,852,672	23	20	1	6,962,445	261,367 00	31.3	2 69
80,814	4,176	83,744	2	1	.....	168,734	4,165 98	28.7	1 91
1,827,534	[10] 390,674	841,544	23	22	.....	3,059,752	117,484 84	37.7	3 30
271,123	[11] 48,299	111,772	24	23	.....	431,194	16,909 96	36.8	2 95
921,387	[12] 117,004	823,114	8	2	.....	1,861,505	53,118 07	20.8	2 37
3,059,648	[13] 619,353	1,191,329	20	19	1	4,870,330	190,977 88	40.7	3 06
4,317,495	[14] 886,798	1,694,195	25	22	1	6,898,488	273,177 67	41.7	3 36
56,664	[15] 11,954	34,558	22	16	.....	103,176	3,558 42	39.8	3 07
3,755,341	[16] 882,639	1,764,431	29	22	.....	6,402,411	247,823 42	48.4	3 63
1,474,779	[17] 178,883	587,724	15	10	.....	2,241,386	84,542 00	28.3	2 66
386,216	[18] 94,664	215,514	26	23	.....	696,394	25,568 84	19.9	1 54
1,518,667	[19] 384,005	558,324	6	8	1	2,460,996	92,586 51	47.4	3 78
1,486,240	[20] 552,553	1,133,991	23	20	.....	3,172,784	111,119 63	37.8	2 65
106,264	1,902	113,022	2	.....	.....	221,188	5,370 26	25.4	1 45
190,209	[21] 841	108,699	12	16	.....	299,749	9,546 57	16.4	0 87
2,132,400	[22] 481,059	1,028,366	29	21	1	3,641,825	136,109 18	41.9	3 19
507,281	8,899	471,271	6	.....	.....	987,451	25,631 02	50.8	2 98
1,653,281	[23] 560,360	1,173,306	22	16	.....	3,386,947	120,243 45	33.9	2 72
37,117	2,485	34,668	2	.....	.....	74,270	1,930 40	7.6	0 57
23,114	[24] 3,913	8,460	17	18	.....	35,487	1,383 33	30.6	1 85
3,805,830	[25] 622,592	927,960	19	20	1	5,356,382	229,238 68	38.5	3 08
834,912	[26] 45,249	984,912	7	3	.....	1,865,073	43,745 55	24.7	2 27
1,323,878	[27] 198,396	463,080	16	29	1	1,985,354	77,399 74	7.7	2 42
629,292	[28] 18,184	244,117	4	7	.....	891,593	32,131 12	21.2	2 02
357,689	5,141	138,678	3	2	.....	501,508	18,038 68	19.7	1 53
1,476,342	[29] 330,974	612,950	15	22	1	2,420,266	94,777 30	40.2	3 15
36,402	597	8,636	3	5	.....	45,635	1,838 01	15.8	1 18
1,540,410	[30] 359,203	561,214	16	18	.....	2,460,827	100,388 35	36.8	3 10
157,246	[31] 27,469	53,749	30	28	.....	238,464	9,397 61	25.9	2 09
1,006,309	[32] 156,499	506,506	27	18	.....	1,669,314	60,264 82	34.2	2 43
3,017	195	3,377	8	1	.....	6,589	156 70	5.3	0 18
.....	[33] 1,826,833	.....	.....	.....	.....	1,826,833	45,939 63	37.9	2 61
47,154,530	10,634,206	21,564,322	571	501	9	79,353,058	[34] $2,958,660 15	36.7	$2 92
	(*At 1½ cents*,[4] [35] 13,821,444								
.....		.....	.....	.....	.....	13,821,444	$231,570 96	34.0	$2 78

[18] Of these, 85,453 were at 7 cents.
[19] Of these, 274,972 were at 3½ cents and 93,954 at 7.
[20] Of these, 505,776 were at 7 cents.
[21] Of these, 272 were at 7 cents.
[22] Of these, 39,239 were at 1½ cents and 389,515 at 7.
[23] Of these, 519,215 were at 7 cents.
[24] Of these, 2,756 were at 7 cents.
[25] Of these, 39,394 were at 1½ cents and 519,867 at 7.
[26] Of these, 16,062 were at 7 cents.
[27] Of these, 31,343 were at 1½ cents and 141,797 at 7.
[28] Of these, 3,025 were at 7 cents.
[29] Of these, 26,813 were at 1½ cents and 284,712 at 7.
[30] Of these, 314,794 were at 7 cents.
[31] Of these, 17,781 were at 7 cents.
[32] Of these, 131,360 were at 7 cents.
[33] The Brooklyn Bridge local service is operated jointly by the Coney Island & Brooklyn, Brooklyn Heights and Nassau Electric; with the exception of length of route data are here apportioned by these companies on the basis of 16 per cent, 60 per cent and 24 per cent respectively.
[34] Represents entire length of route.
[35] Of these, 1,773,078 were at 2½ cents.
[36] Includes post office revenue, $3,568.16.
[37] See note 10 on first double-page of Table XIV, A.
[38] Of these, 364,068 were at 2 cents.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
Brooklyn, Queens County & Sub., Recr.			(Single)			
Broadway	[5] 8.00	37	225,375	1,288,476	61,346	163,454
Broadway ferry shuttle	[5] .49	3	93,779	81,395	2,752	14,314
Jamaica avenue	[6] 6.15	19	153,493	847,045	35,052	96,773
Metropolitan avenue	9.34	18	118,860	701,959	25,029	75,613
Reid avenue	9.23	30	208,110	1,228,402	58,970	140,209
Sumner avenue	4.64	15	115,764	445,740	15,061	62,999
Utica avenue shuttle	2.27	1	18,218	40,906	1,415	4,701
Wyckoff avenue	[6] 4.72	8	62,389	241,511	7,952	35,074
Ralph avenue shuttle	1.42	1	22,492	31,878	1,010	3,776
Total	—	132	1,018,480	4,907,312	208,587	596,913
Coney Island & Brooklyn, Receiver		(14)	(Single)			
De Kalb avenue	16.77	73	429,319	2,145,382	99,446	274,911
Franklin avenue	14.92	34	198,278	1,188,206	53,756	135,413
Smith street	13.00	61	351,287	2,488,040	107,053	265,109
Park slope [13]	1.73	[2] 6	12,067	49,839	2,270	6,339
Brooklyn bridge [15]	[25] [1.14]	1	28,795	32,299	1,070	4,696
Total	—	[171] 175	1,019,746	5,903,766	263,595	686,468
Coney Island & Gravesend			(Single)			
Sea Gate	3.18	6	83,752	237,902	11,173	29,725
Nassau Electric, Receiver [26]		(14)	(Single)			
Bergen street	9.86	63	369,937	2,076,295	90,125	259,893
Church avenue	6.39	46	225,186	1,391,946	58,628	152,787
Eighth avenue	2.72	5	82,765	212,245	6,839	27,264
Fifteenth street	2.71	10	90,160	236,755	7,636	38,608
Fifth avenue	9.55	38	334,972	1,289,265	57,904	172,513
Flatbush-Seventh avenue	3.74	26	221,790	657,479	28,578	103,325
Hicks street [21]	[22] 0.87	[3] 5	22,861	49,270	1,675	7,219
Hoyt and Sackett streets	4.04	9	75,272	303,042	10,029	42,880
New Lots avenue	1.74	10	177,924	301,746	11,254	36,969
Ocean avenue	10.04	26	154,963	1,140,410	54,622	119,718
Park avenue	6.24	22	115,555	501,748	17,247	73,639
Ralph-Rockaway avenue	7.10	61	282,535	1,868,925	88,959	229,518
Rogers avenue	6.45	29	171,014	737,942	30,796	96,813
Seventh avenue	5.58	15	90,399	404,570	14,799	55,714
65th street and 86th street [10]	3.76	4	73,463	200,336	6,469	23,041
St. John's place	4.59	51	438,999	1,532,084	77,794	197,463
39th street-Coney Island	7.54	17	81,871	525,917	26,170	54,982
Union street	4.23	17	112,286	463,034	20,718	58,181
Vanderbilt avenue	5.32	28	149,558	740,309	31,177	93,540
West End surface	5.59	8	107,445	463,131	14,851	45,014
Wilson avenue (Hamburg avenue)	9.63	37	189,887	1,192,398	47,096	144,182
Park slope [13]	1.27	[1] 5	8,829	36,461	1,859	4,638
Brooklyn bridge [15]	[20] [1.14]	1	43,192	48,449	1,605	7,050
Total	—	[527] 533	3,620,863	16,373,757	706,920	2,044,951

For notes 1 and 2 see first double page of this table.

[5] See note 4 on fourth double page of this table.

[4] Unless otherwise specified.

[6] Indicated decrease from 1919 represents portion of route operated over tracks of Brooklyn City Rd. Co.

[8] Of these, 1,063,174 were at 7 cents.

[7] Of these, 1, 756 were at 7 cents.

[8] Of these, 39,656 were at 7 cents.

[9] Of these 174,972 were at 7 cents.

[10] Of these, 1,018,752 were at 7 cents.

[11] Of these, 354,272 were at 7 cents.

[12] Of these, 33,677 were at 7 cents.

[13] Includes Post Office revenue, $2,775.63.

[14] See note 2 on preceding double page.

[15] Of these, 67,928 were at 1⅞ cents and 2,687,995 at 7.

[16] Of these, 1,201,755 were at 7 cents.

[17] Of these, 49,880 were at 1⅞ cents, 253,516 at 3½, and 1,518,443 at 7.

[18] See note 4 on second preceding double page.

[19] See note 33 on preceding double page.

[20] See note 34 on preceding double page.

[21] Of these, 472,821 were at 2½ cents.

[22] Includes Post Office revenue, $2,785.47.

[23] Of these, 139,340 were at 7 cents.

[24] Includes Post Office revenue, $144.06.

[25] Changes in figures for current year due to re-routing, effective October 19, 1919.

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
At 5 cents	At other than 5 cents	Number collected	Number of transfer points to cars of — Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
	(At 3 cents)[3, 4]								
8,961,208	[6] 1,242,484	2,471,044	8	8	.....	12,674,736	$527,861 88	41.0	$3 23
219,027	[7] 8,798	266,097	5	4	4	493,922	11,285 53	13.9	0 79
6,164,889	[8] 157,714	1,399,462	3	.....	.....	7,752,065	314,562 11	37.1	3 25
3,630,244	[9] 265,556	694,206	7	5	.....	4,590,006	196,477 76	28.0	2 60
7,342,009	[10] 1,202,431	2,000,625	7	14	.....	10,545,065	443,923 46	36.1	3 17
3,117,413	[11] 437,493	587,329	6	8	.....	4,142,235	183,166 32	41.1	2 91
100,116	4,598	135,717	1	1	.....	240,431	5,143 74	12.6	1 09
1,133,049	[12] 58,464	202,595	6	7	.....	1,394,108	59,753 45	24.7	1 70
29,669	676	26,559	.....	.....	.....	56,904	1,503 73	4.7	0 40
30,697,624	3,378,214	7,783,634	43	47	4	41,859,472	[13] $1,746,453 61	35.6	$2 93
	(At 3 cents)[4]								
16,617,353	[15] 3,114,121	3,798,722	3	18	.....	23,530,196	$1,030,905 36	48.1	$3 75
6,651,777	[16] 1,442,371	2,088,616	4	16	.....	10,182,764	423,930 18	35.7	3 13
14,422,607	[17] 2,239,479	3,299,808	4	20	.....	19,961,894	849,655 61	34.1	3 20
311,451	4,538	463	.....	.....	.....	316,452	15,708 69	31.5	2 48
.....	[21] 487,156	.....	.....	.....	.....	487,156	12,250 57	37.9	2 61
38,003,188	7,287,665	9,187,609	11	54	.....	54,478,462	[22] $2,335,235 88	39.6	$3 40
	(At 3 cents)[4]								
2,035,075	[23] 213,791	310,611	.....	4	.....	2,559,477	[24] $113,885 14	47.9	$3 83
	(At 3 cents)[4]								
13,713,707	[26] 2,049,789	3,861,825	21	6	.....	19,625,321	$819,805 62	39.5	$3 15
7,006,381	[27] 876,637	5,941,953	10	6	.....	13,824,971	406,800 60	29.2	2 66
924,299	17,370	416,404	3	.....	.....	1,358,073	46,736 05	22.0	1 71
1,028,988	[28] 599,148	303,890	7	2	1	1,932,026	80,115 30	33.8	2 08
10,517,707	[29] 1,465,272	3,247,640	17	4	.....	15,230,619	618,873 23	48.0	3 59
6,016,334	[30] 624,582	940,305	10	3	.....	7,581,221	338,299 32	51.5	3 27
120,963	[32] 47,665	65,645	5	1	.....	234,273	8,199 47	16.6	1 14
1,831,134	[34] 357,250	439,314	11	5	.....	2,627,698	115,074 80	38.0	2.68
2,641,218	44,111	1,619,510	3	.....	.....	4,304,839	133,384 23	44.2	3 61
4,890,224	[35] 1,019,957	1,855,187	12	10	.....	7,765,368	308,749 47	27.1	2 58
2,448,252	[36] 449,005	439,058	6	7	.....	3,336,315	150,467 65	30.0	2 04
12,987,802	[37] 1,288,697	3,007,082	8	10	.....	17,283,581	730,425 93	39.1	3 18
5,341,813	[38] 354,464	933,265	13	5	.....	6,629,542	287,850 05	39.0	2 97
2,100,081	[39] 156,925	345,836	13	3	.....	2,602,792	114,981 98	28.4	2 06
669,669	15,627	310,981	.....	.....	.....	996,277	33,952 26	16.9	1 47
13,923,621	[41] 1,225,384	3,357,197	15	5	.....	18,506,202	772,860 63	50.4	3 91
2,537,840	[42] 90,740	266,270	5	.....	.....	2,894,850	130,143 04	24.7	2 37
2,605,695	[43] 289,546	469,216	5	3	.....	3,364,457	148,459 93	32.1	2 55
4,062,243	[44] 964,835	1,045,238	8	3	.....	6,072,316	265,684 80	35.9	2 84
1,527,534	[45] 344,242	598,230	5	.....	.....	2,470,006	98,838 56	21.3	2 20
7,571,048	[46] 1,011,378	2,414,015	8	7	.....	10,996,941	441,941 26	37.1	3 07
227,849	3,323	.....	.....	.....	.....	231,172	11,492 14	31.5	2 48
.....	[47] 730,733	338	.....	.....	.....	731,071	18,375 81	37.9	2 61
104,694,352	14,027,180	31,878,399	182	80	1	150,599,931	[48] $6,090,259 57	37.2	$2 98

[26] Of these, 1,815,665 were at 7 cents.
[27] Of these, 754,561 were at 7 cents.
[28] Of these, 352,773 were at 3½ cents and 223,191 at 7.
[29] Of these, 1,225,743 were at 7 cents.
[30] Of these, 50,426 were at 1½ cents and 485,438 at 7.
[31] Discontinued January 30, 1920.
[32] Decrease due to elimination of portion operated by Brooklyn City Rd. Co.
[33] Of these, 21,199 were at 1½ cents, and 25,100 at 7.
[34] Of these, 320,015 were at 7 cents.
[35] Of these, 840,989 were at 7 cents.
[36] Of these, 27,329 were at 1½ cents and 373,732 at 7.
[37] Of these, 1,059,373 were at 7 cents.
[38] Of these, 12,287 were at 1½ cents and 257,233 at 7.
[39] Of these, 131,817 were at 7 cents.
[40] Discontinued June 1, 1920.
[41] Of these, 49,168 were at 1½ cents and 1,014,341 at 7.
[42] Of these, 13,221 were at 7 cents.
[43] Of these 237,220 were at 7 cents.
[44] Of these, 20,995 were at 1½ cents, and 847,688 at 7 cents.
[45] Of these, 303,365 were at 7 cents.
[46] Of these, 825,813 were at 7 cents.
[47] Of these, 709,231 were at 2½ cents.
[48] Includes Post Office revenue, $8,747.44.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
South Brooklyn			(*Single*)			
Gravesend avenue	5.72	6	46,386	263,390	8,759	23,151
Norton's Point	1.83	11	224,962	241,835	10,309	39,108
Reid avenue[3]	4.66	[13] 32	37,490	123,917	5,951	8,931
Tompkins — Culver[4]	[5] 4.67	[3] 18	4,254	19,867	1,198	1,492
Union street[6]	5.69	[7] 20	12,319	70,381	4,564	5,600
Vanderbilt avenue[6]	5.68	[7] 21	11,466	65,495	4,245	5,437
Total	—	[47] 108	336,877	784,885	35,026	83,719
Bush Terminal[8]			(*Round*)			
Second ave. & 28th st. to First ave. & 61st st.	1.59	1	5,204	16,494	660	5,245
Manhattan Bridge 3-cent Line			(*Round*)			
Manhattan bridge	2.01	12	126,739	508,945	24,429	60,321
Marine			(*Round*)			
Mannattan beach to Sheepshead bay (storage battery)	1.36	1	[11] 14,698	[12] 39,979	[12] 959	[14] 7,024
Van Brunt Street and Erie Basin			(*Round*)			
Hamilton ferry to Columbia street	1.39	6	83,486	233,169	9,043	29,018
New York & Queens County			(*Round*)			
Flushing	8.19	27	52,831	811,817	34,920	79,815
College Point	9.60	[3] 4	49,829	715,012	30,428	69,839
Ravenswood	2.98	4	27,436	160,535	6,105	21,107
Calvary	4.73	9	40,811	356,785	13,675	39,432
Dutch Kills	4.23	4	28,406	241,328	10,062	28,798
Steinway	5.39	14	64,177	622,657	27,266	72,638
Broadway	2.26	2	25,914	117,112	4,462	13,838
Flushing avenue	2.93	2	22,316	116,025	4.450	13,433
Corona	8.49	[5] 7	29,557	413,581	17,345	42,949
Jamaica	8.18	[4] 6	24,825	351,084	14,743	37,392
Jane street shuttle	1.43	5	65,195	181,315	6,909	26,279
Total	—	[79] 84	431,297	4,087,251	170,385	446,020
Long Island Electric			(*Round*)			
City line via Rockaway road	8.65	7	25,367	451,278	16,892	45,895
Far Rockaway	9.07	9	25,988	413,384	18,291	42,042
Total	—	16	51,355	864,662	35,183	87,937
New York & Long Island			(*Round*)			
Mineola & Brooklyn	24.22	26	34,836	1,084,301	48,267	99,375
Jericho turnpike	9.54	3	12,972	220,578	9.507	18,485
Hempstead — Jamaica	9.68	3	13,606	255,334	11,023	20,748
Total	—	32	61,414	1,560,213	68,797	138,608

For notes 1 and 2 see first double page of this table.

[3] Operation discontinued October 17, 1919; resumed May 29, 1920.

[4] Operation discontinued September 1, 1919.

[5] As reported in 1919; respondent fails to report this year.

[6] Operation discontinued September 21, 1919; resumed May 29, 1920.

[7] Includes Post Office revenue, $448.30.

[8] Operation of a shorter route begun September 26, 1919.

[9] Unless otherwise specified.

[10] Includes 401,959 at 3 cents.

[11] From monthly report.

[12] Estimated by multiplying 14,698 car trips reported in the June, 1920, monthly report by 2.72, the number of miles in a round trip.

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passenger movement by routes, 1920 — Continued

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
			Number of transfer points to cars of—						
At 5 cents	At other than 5 cents	Number collected	Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
782,889	.....	57,151	1	.....	.....	840,040	$39,144 46	14.9	$1.69
2,232,755	.....	131,942	1	.....	.....	2,364,697	111,637 81	46.2	2.85
923,952	.....	.....	1	.....	.....	923,952	46,197 58	37.3	5.17
210,700	.....	.....	.....	.....	.....	210,700	10,535 00	53.0	7.06
488,336	.....	.....	1	.....	.....	488,336	24,416 81	34.7	4.36
431,302	.....	.....	1	.....	.....	431,302	21,565 05	32.9	3.97
5,069,934	.....	189,093	5	.....	.....	5,259,027	[7] $253,945 01	32.4	$3.03
.....	(At 2 cents) 5,680	.....	.....	.....	.....	5,680	$113 60	6.9	$0.02
.....	(At 2½ cents)[9] [10] 9,507,749	.....	.....	.....	.....	9,507,749	$239,703 52	47.1	$3.97
256,757	.....	.....	.....	.....	.....	256,757	$12,837 85	32.1	$1.83
.....	(At 3 cents)[9] [10] 3,192,130	([10])	.....	.....	([10])	[10] 3,192,130	$95,817 13	35.5	$2.85
3,898,320	.....	850,125	6	.....	.....	4,748,445	$194,916 00	24.0	$2.44
3,324,911	.....	811,870	1	.....	.....	4,136,781	166,245 55	23.3	2.38
1,000,177	.....	388,572	4	.....	.....	1,388,749	50,008 85	31.2	2.37
2,226,938	.....	353,034	1	.....	.....	2,579,972	111,346 90	31.2	2.82
1,490,463	.....	219,409	5	.....	.....	1,699,872	74,023 15	30.7	2.57
4,736,788	.....	893,889	5	.....	.....	5,630,677	236,839 40	38.0	3.26
533,501	.....	317,391	5	.....	.....	850,892	26,675 05	22.8	1.93
469,804	.....	203,394	3	.....	.....	673,198	23,490 20	20.2	1.75
1,492,389	.....	368,982	6	.....	.....	1,861,371	74,619 45	18.0	1.74
1,851,091	.....	496,662	1	.....	.....	2,347,753	92,554,55	26.4	2.44
1,581,593	.....	1,347,564	2	.....	.....	2,929,157	79,079 65	43.6	3.01
22,595,975	.....	6,250,892	39	.....	.....	28,846,867	$1,129,798 75	27.6	$2.53
2,419,500	.....	82,646	1	.....	.....	2,502,146	$120,975 00	26.8	$2.64
3,154,433	.....	78,702	1	.....	.....	3,233,135	157,721 65	38.2	3.75
5,573,933	.....	161,348	2	.....	.....	5,735,281	$278,696 65	32.2	$3.17
5,535,401	(At 10 cents) [17] 561,620	35,216	2	.....	.....	6,132,237	$335,674 10	31.0	$3.38
1,275,027	[18] 374,621	17,955	1	.....	.....	1,667,603	84,722 40	38.4	4.58
1,424,495	[19] 345,525	22,220	1	.....	.....	1,792,240	105,780 90	41.4	5.10
8,234,923	1,281,766	75,391	4	.....	.....	9,592,080	$526,177 40	33.7	$3.80

[13] Estimated on car miles (see note 12 above) multiplied by 24, average number of car seats.

[14] Estimated from monthly report figures on ratio of 1920 car trips to 1919 car trips.

[15] Includes 881,261 joint-rate passengers at 1½ cents. In addition, there were 13,605 joint-rate tickets sold (at 2 cents each) which were not presented.

[16] Joint-rate tickets are interchanged between the Van Brunt Street & Erie Basin and the following B. R. T. companies: Coney Island & Brooklyn, Nassau and Brooklyn Heights.

[17] Of these, 6,518 were at 25 cents; 16,187 at 20; 123,878 at 15; 68,032 at 3½; and 23,950 at 2½.

[18] Of these, 2¼ were at 15 cents; 235,160 at 3½; and 23,930 at 2½.

[19] Of these, 1 was at 25 cents; 4 were at 20; and 62 at 15.

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TABLE VIII. Traffic statistics: Car and

Operating Street Railways and Routes	Length of route (miles)[1]	Average number of cars per day[2]	Regular passenger-car trips during year	Car miles (active) of regular passenger cars	Car-seat miles (active) of regular passenger cars (thousands)	Regular passenger-car hours (active and idle)
Ocean Electric			(*Round*)			
Far Rockaway to Bannock boulevard	7.066	9	35,702	435,041	22,015	47,114
Park avenue	.380	1	7,293	51,079	2,203	8,346
Far Rockaway to beach[3]	1.066	1	6,651	11,839	584	3,738
Total	—	11	49,646	497,959	24,802	[4] 59,198
New York & North Shore[5]			(*Round*)			
Port Washington to Roslyn	3.90	1	3,956	30,851	1,481	4,027
Hicksville to city line	16.64	4	4,079	137,999	6,624	12,088
Flushing to city line	6.66	1	9,360	121,146	5,815	10,378
Flushing to Whitestone	2.26	2	13,038	85,276	4,093	8,971
Total	—	8	30,433	375,272	18,013	35,464
Manhattan & Queens			(*Round*)			
Queens boulevard	10.44	17	36,800	767,949	40,631	70,181
Queensboro bridge (Industrial center line)	2.09	2	7,456	31,172	1,649	4,199
Queensboro bridge	1.62	2	16,819	54,499	2,884	7,086
Total	—	21	61,075	853,620	45,164	81,466
Richmond Light & R. R.			(*Round*)			
Main line — north[12]	7.08	14	51,004	685,767	32,558	81,200
Main line — south[12]	4.15	5	47,417	371,794	19,921	43,883
Bull's head[12]	2.96	2	19,114	119,028	4,299	14,226
Jersey street[12]	2.11	2	20,418	86,172	3,768	12,711
Castleton ave.[12]	3.85	8	27,035	191,991	7,785	27,378
Silver Lake[12]	2.96	[2] 3	7,027	41,985	1,710	5,941
Total	—	[33] 34	172,015	1,496,737	70,041	185,339
Staten Island Midland			(*Round*)			
Richmond[21]	7.94	[6] 11	18,878	292,984	11,454	29,440
Silver Lake[21]	6.44	[5] 9	13,748	174,971	7,051	20,040
Manor road[21]	2.56	2	9,883	53,532	1,735	7,099
Concord[26]	[26] 3.61	[26] 4	14,758	231,075	9,297	23,883
St. George and Midland beach[21]	7.39	[7] 12	14,459	172,833	7,903	19,722
Port Richmond and Midland beach[21]	8.47	[3] 5	1,391	22,248	935	2,299
Total	—	[27] 43	73,117	947,643	38,425	102,433
Southfield Beach[30]			(*Round*)			
South Beach to Midland Beach	1.57	[1] 2	7,744	21,463	963	2,732

For notes 1 and 2 see first double page of this table.

[3] Discontinued September 28, 1919; resumed May 30, 1920.

[4] Includes 9 special car hours.

[5] Operation of entire line discontinued May 3, 1920.

[6] Unless otherwise specified.

[7] Of these, 2,160 were at 2½ cents; 2,348 at 7; 283 at 14; and 3,127 at 15.

[8] Of these 10,680 were at 2½ cents, 525 at 4, 252,350 at 6, 14,550 at 7, 14,617 at 8, 3,772 at 14 and 3,999 at 15.

[9] Of these 93,888 were at 6 cents, 12,469 at 7, 151,813 at 8, and 104,978 at 10.

[10] Of these 30,497 were at 6 cents and 283,048 at 7.

[11] Of these 418,316 were at 2½ cents.

[12] Of these 505,304 were at 2½ cents.

[13] Discontinued April 27, 1920, resumed May 5, 1920.

[14] Of these 485,381 were at 8 cents, 2,583 at 7½, 1,309 at 4½, and 2,725 at 3.

[15] Of these 405,775 were at 8 cents, 1,847 at 7½, 1,423 at 4½, and 5,682 at 3.

[16] Of these 66,876 were at 8 cents, 204 at 7½, 5 at 4½, and 1,011 at 3.

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passenger movement by routes, 1920 — Concluded

Number of Passengers		Transfers				Revenue passengers and transfers combined	Passenger Receipts		
At 5 cents	At other than 5 cents	Number collected	Number of transfer points to cars of— Respondent	Associated companies	Foreign companies		Amount	Per car mile (cents)	Per car hour
4,025,205	.....	334	.....	.....	.....	4,025,539	$201,260 33	46.3	$4.27
168,205	.....	28	.....	.....	.....	168,233	8,410 25	16.5	1.01
182,222	.....	.....	.....	.....	.....	182,222	9,111 10	77.0	2.44
4,375,632	.....	362	.....	.....	.....	4,375,994	$218,781 68	43.9	$3.70
	(*At 10 cents*)[6]								
34,874	[7] 35,877	23,997	1	.....	.....	94,748	$5,266 63	17.1	$1.31
189,128	[8] 457,407	24,007	1	.....	.....	670,542	43,892 59	31.8	3.63
152,660	[9] 363,148	12,844	1	.....	.....	528,652	36,781 95	30.4	3.54
132,347	[10] 313,545	11,062	1	.....	.....	456,954	28,260 53	33.1	3.15
509,009	1,169,977	71,910	4	.....	.....	1,750,896	$114,201 70	30.4	3.22
	(*At 3 cents*)[6]								
4,869,651	6,714	.....	.....	.....	.....	4,876,365	$243,683 97	31.7	$3.47
.....	[11] 421,340	.....	.....	.....	.....	421,340	10,548 62	33.8	2.51
.....	[12] 523,654	.....	.....	.....	.....	523,654	13,183 10	24.2	1.86
4,869,651	951,708	.....	.....	.....	.....	5,821,359	$267,415 69	31.3	$3.28
	(*At 4 cents*)[6]								
3,865,442	[14] 513,290	754,762	3	4	.....	5,133,494	$233,288 64	34.0	$2.87
2,618,738	[15] 455,483	477,513	2	2	.....	3,551,734	165,402 15	44.5	3.77
518,234	[16] 94,906	243,787	1	.....	.....	856,927	32,380 04	27.2	2.28
623,145	[17] 58,278	152,262	3	1	.....	833,685	35,766 87	41.5	2.81
1,320,549	[18] 150,700	247,185	6	2	.....	1,718,434	77,647 94	40.4	2.84
129,452	[20] 85,938	23,015	.....	.....	.....	238,405	13,178 25	31.4	2.22
9,075,560	1,358,595	1,898,524	15	9	.....	12,332,679	$557,663 89	37.3	3.01
	(*At 4 cents*)[6]								
1,259,571	[22] 35,229	77,554	2	.....	.....	1,372,354	$64,393 04	22.0	$2.19
889,380	[23] 8,136	100,897	1	5	.....	998,413	44,798 43	25.6	2.24
149,319	[24] 1,159	93,496	1	3	.....	243,974	7,516 07	14.0	1.06
966,119	[27] 6,475	174,108	2	1	.....	1,146,702	48,570 30	21.0	2.04
905,665	[28] 10,772	48,760	2	.....	.....	965,197	45,716 08	26.5	2.32
91,440	[29] 18	3,518	2	.....	.....	94,976	4,572 81	20.6	1.99
4,261,494	61,789	498,333	10	9	.....	4,821,616	$215,566 73	22.7	$2.10
249,797	.....	.....	.....	.....	.....	249,797	$12,489 85	58.2	$4.57

[17] Of these, 56,653 were at 8 cents; 356 at 7½, 368 at 4½, and 192 at 3.
[18] Of these 139,009 were at 8 cents, 1,227 at 7½, 182 at 4½, and 1,172 at 3.
[19] Begun January 19, 1920; discontinued April 27, 1920; resumed May 5, 1920.
[20] Of these, 79,999 were at 8 cents, 2,096 at 7½, 339 at 4½, and 688 at 3.
[21] Discontinued January 18, 1920.
[22] Of these 1,066 were at 4½ cents.
[23] Of these 799 were at 4½ cents.
[24] Of these 755 were at 4½ cents.
[25] The route of 8.23 miles was discontinued January 18, 1920, a shorter route, 3.61 miles was begun May 21, 1920.
[26] This figure is on a yearly basis; respondent reports 6 cars per day for operation of longer route and 3 cars for operation of shorter route.
[27] Of these, 1,069 were at 4½ cents.
[28] Of these 390 were at 4½ cents.
[29] Of these 18 were at 4½ cents.
[30] This line was discontinued on October 6, 1919 and resumed May 15, 1920.

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TABLE IX. TRAFFIC STATISTICS: SUBWAY AND ELEVATED STATION RECORDS BY HALF YEARS AND YEARS, 1920

(A) Ticket sales at Interborough Subway Division stations

Compiled from monthly reports

Lines and Stations		Six months, January – June	Year ended June 30, 1920	Six months, July – December	Year ended December 31, 1920
Manhattan–Bronx Lines					
EAST TRUNK LINE					
South Ferry	North...	836,700	1,610,213	913,400	1,750,100
Bowling Green		3,949,000	7,667,903	3,631,100	7,580,100
Wall Street [1]	North...	3,403,500	6,631,090	2,209,000	5,612,500
	South...	2,153,500	4,056,500	2,579,000	4,732,500
Fulton Street	North...	5,718,800	10,729,684	5,556,500	11,275,300
	South...	2,377,400	4,595,000	1,997,100	4,374,500
Total, S. F'y to Fulton St. (Contract 2)		*18,438,900*	*35,290,390*	*16,886,100*	*35,325,000*
City Hall	North...	188,700	356,241	181,600	370,300
Brooklyn Bridge *		7,909,200	14,964,655	7,561,000	15,470,200
Worth Street	North...	692,080	1,307,933	594,440	1,286,520
	South...	303,950	540,060	267,770	571,720
Canal Street	North...	1,744,500	3,216,444	1,596,200	3,340,700
	South...	396,780	704,960	432,820	829,600
Spring Street	North...	2,097,200	3,817,624	1,808,000	3,905,200
	South...	457,170	821,660	476,500	933,670
Bleecker Street	North...	1,920,500	3,458,894	1,600,500	3,521,000
	South...	640,860	1,157,400	609,800	1,250,660
Astor Place [1]	North...	2,373,350	4,315,901	1,994,900	4,368,250
	South...	1,487,500	2,724,275	1,174,200	2,661,700
14th Street*		8,059,900	15,223,505	7,549,200	15,609,100
18th Street	North...	958,500	1,742,214	807,400	1,765,900
	South...	765,300	1,430,600	673,100	1,438,400
23d Street	North...	2,504,300	4,668,951	2,217,500	4,721,800
	South...	2,013,500	3,755,200	1,813,000	3,826,500
28th Street	North...	2,018,500	3,719,072	1,676,000	3,694,500
	South...	1,405,000	2,603,800	1,235,500	2,640,500
33d Street	North...	1,941,000	3,613,218	1,766,300	3,707,300
	South...	1,478,600	2,780,800	1,286,600	2,765,200
Grand Central* [2] (Contract 1 booths only)		6,218,900	11,448,254	5,257,600	11,476,500
Total, S. F'y to Grand Cent. (Contracts 1–2)		*66,014,190*	*123,662,051*	*59,466,030*	*125,480,220*
Grand Central*[2] (Contract 3 booths only)		9,036,100	16,582,080	8,959,200	17,995,300
51st Street	North...	668,500	1,129,096	559,700	1,228,200
	South...	1,394,300	2,362,500	1,160,700	2,555,000
59th Street	North...	1,299,300	2,210,955	1,107,200	2,406,500
	South...	1,508,100	2,744,100	1,338,900	2,847,000
68th Street — Hunter College		1,856,400	3,217,034	1,566,000	3,422,400
77th Street	North...	576,800	997,316	491,900	1,068,700
	South...	1,996,200	3,463,700	1,651,014	3,647,214
86th Street*	North...	1,307,100	2,262,347	1,169,200	2,476,300
	South...	3,974,700	7,024,600	3,588,700	7,563,400
96th Street		2,322,250	4,210,663	1,938,992	4,261,242
103d Street		2,665,700	4,913,556	2,583,500	5,249,200
110th Street	North...	522,400	930,725	502,100	1,024,500
	South...	2,169,700	4,013,640	1,998,000	4,167,700
116th Street	North...	807,600	1,516,586	833,000	1,640,600
	South...	2,231,700	4,027,650	1,961,000	4,192,700
125th Street*		4,416,900	7,915,969	4,333,600	8,750,500
Total, Grand Cent. to 125th St. (Contract 3)		*38,753,750*	*69,622,517*	*35,742,706*	*74,496,456*
Total, east trunk, South F'y to 125th St.		104,767,940	193,184,568	95,208,736	199,976,676
JEROME AVENUE BRANCH					
Mott Haven		465,080	890,678	499,330	964,410
149th Street * [3]		413,900	786,041	424,700	838,600
161st Street		371,640	707,742	377,760	749,400
167th Street		1,022,500	1,946,500	1,052,300	2,074,800
170th Street		249,120	470,630	276,580	525,700

NOTE.— Because of the routing of trains of one line over sections of track of other lines, station ticket sales cannot in all cases be definitely classed or equitably apportioned by routes. Tickets sold on branches jointly operated by trains of the Subway Division and Manhattan Railway Division are shared in proportion to ton-mileage of trains operated over the respective branches.

* Built as express station.

[1] The separation between north and southbound traffic is as reported by the company. There is a passageway between the two platforms.

[2] The Grand Central stations under Contracts 1 and 3 are separate but connected by passages, so that a passenger can purchase a ticket at one, but board a train at the other.

[3] Leads to same train platforms as the Mott Avenue station of the West Farms branch.

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TABLE IX. Traffic statistics: Subway and elevated station records by half years and years 1920 — Continued

(A) Ticket sales at Interborough Subway Division stations — Continued

LINES AND STATIONS		Six months, January – June	Year ended June 30, 1920	Six months, July – December	Year ended December 31, 1920
MANHATTAN-BRONX LINES — *Continued*					
JEROME AVENUE BRANCH — *Concluded*					
Belmont Street		260,300	496,647	288,800	549,100
176th Street		573,100	1,075,802	589,600	1,162,700
New York University (Burnside Ave.)*		858,200	1,576,138	923,300	1,781,500
183d Street		740,700	1,382,102	727,500	1,468,200
Fordham Road		1,092,100	2,034,700	1,141,100	2,233,200
Kingsbridge Road [2]		562,200	1,068,214	579,700	1,141,900
Bedford Park Boulevard [1]		215,609	395,482	228,955	444,564
Mosholu Parkway [1]		82,542	171,558	103,607	186,149
Woodlawn * [1]	South	94,715	220,327	169,532	264,247
Total, Jerome Ave. branch (Contract 3)		7,001,706	13,222,561	7,382,764	14,384,470
PELHAM BAY PARK BRANCH					
Third Avenue *		1,057,460	1,898,680	1,048,260	2,105,720
Brook Avenue	North	208,320	344,280	176,680	385,000
	South	1,927,000	3,580,200	1,901,900	3,828,900
Cypress Avenue	North	51,730	82,750	44,840	96,570
	South	881,100	1,621,400	876,100	1,757,200
143d street	North	12,680	21,170	16,410	29,090
	South	212,745	371,435	209,395	422,140
149th Street	North	82,260	141,880	40,150	122,410
	South	938,400	1,762,300	928,500	1,866,900
Longwood Avenue	North	27,855	46,250	25,110	52,965
	South	837,000	1,562,450	768,700	1,605,700
Hunt's Point Road *	South	1,235,300	2,211,000	1,121,000	2,356,300
Whitlock Avenue [2]		8,175	8,175	30,250	38,425
Elder Avenue [2]		13,020	13,020	64,440	77,460
Sound View Avenue [2]		4,064	4,064	10,906	14,970
St. Lawrence Avenue [2]		22,660	22,660	133,580	156,240
177th Street [2]		35,310	35,310	187,390	222,700
Castle Hill Avenue [3]		.....	.....	67,240	67,240
Zerega Avenue [3]		.....	.....	47,900	47,900
Westchester Square [3]		.....	.....	73,771	73,771
Middletown Road [4]		.....	.....	2,660	2,660
Burke Avenue [4]		.....	.....	3,620	3,620
Pelham Bay Park [4]		.....	.....	1,435	1,435
Total, Pelham Bay Park Branch (Contract 3)		7,555,079	13,727,024	7,780,237	15,335,316
Total, East Trunk line		119,324,725	220,134,153	110,371,737	229,696,462
WEST TRUNK LINE					
South Ferry	North	1,342,100	2,626,060	1,548,700	2,890,800
Rector Street	North	963,920	1,776,182	934,240	1,898,160
	South	10,967	18,572	13,628	24,595
Cortlandt Street	North	3,963,110	7,109,734	4,112,620	8,075,730
	South	115,220	187,259	133,860	249,080
Total, S. F'y to Cortlandt St.		*6,395,317*	*11,717,807*	*6,743,048*	*13,138,365*
Chambers Street*		3,000,000	5,427,099	3,200,900	6,200,900
Franklin Street	North	784,800	1,425,007	749,400	1,534,200
	South	363,060	618,610	409,100	772,160
Canal Street	North	766,700	1,403,551	777,500	1,544,200
	South	360,190	580,800	410,300	770,490
Houston Street	North	1,045,200	1,854,634	1,032,000	2,077,200
	South	521,440	876,770	615,200	1,136,640
Christopher Street — Sheridan Square	North	1,289,600	2,283,190	1,226,600	2,516,200
	South	542,700	947,900	560,800	1,103,50
14th Street *		4,823,900	8,749,222	4,777,900	9,601,80
18th Street	North	904,900	1,608,087	823,900	1,728,80
	South	543,480	967,893	571,740	1,115,22
23d Street	North	2,211,800	3,990,902	1,973,500	4,185,30
	South	1,050,000	1,872,400	1,135,500	2,185,50

* Built as express station.

[1] During the non-rush hours, tickets for the three stations beyond are collected at Kingsbridge road.

[2] Opened May 30, 1920.

[3] Opened October 24, 1920.

[4] Opened December 13, 1920.

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TABLE IX. Traffic statistics: Subway and elevated station records by half years and years, 1920 — Continued

(A) Ticket sales at Interborough Subway Division stations — Continued

LINES AND STATIONS		Six months, January – June	Year ended June 30, 1920	Six months, July – December	Year ended December 31, 1920
MANHATTAN–BRONX LINES — *Continued*					
WEST TRUNK LINE — *Concluded*					
28th Street	North	1,354,900	2,559,121	1,202,700	2,557,600
	South	484,300	892,240	540,700	1,025,000
Pennsylvania Station *		10,721,340	19,660,619	11,301,750	22,023,090
Times Square * (Contract 3 booths only)		6,700,060	12,203,822	6,612,840	13,312,900
Total, So. F'y to Times Square (Contract 3)		*43,863,687*	*79,639,674*	*44,665,378*	*88,529,065*
Times Square * [1] (Contract 1 booths only)	North	2,882,800	5,156,736	2,512,600	5,395,400
	South	5,074,400	9,270,641	4,865,700	9,940,100
50th Street	North	2,814,000	5,146,953	2,500,000	5,314,000
	South	1,644,800	2,876,600	1,477,500	3,122,300
Columbus Circle	North	2,460,000	4,417,761	2,067,000	4,527,000
	South	1,945,000	3,510,500	1,719,500	3,664,500
66th Street	North	1,115,000	1,998,961	937,100	2,052,100
	South	1,532,100	2,621,300	1,284,900	2,817,000
72d Street *		3,921,500	7,093,532	3,544,400	7,465,900
79th Street	North	772,440	1,343,826	615,100	1,387,540
	South	1,504,220	2,648,460	1,299,240	2,803,460
86th Street	North	1,015,500	1,767,021	861,000	1,876,500
	South	1,642,200	2,922,400	1,430,100	3,072,300
91st Street	North	500,500	896,531	396,090	896,590
	South	851,900	1,497,340	695,100	1,547,000
96th Street *		4,436,200	8,148,340	3,964,102	8,400,302
Total, Times Sq. to 96th St. (Contract 1)		*34,112,560*	*61,316,902*	*30,169,432*	*64,281,992*
Total, west trunk, So. Fy. to 96th Street		77,976,247	140,956,576	74,834,810	152,811,057
BROADWAY BRANCH					
103d Street		2,386,900	4,297,202	2,095,100	4,482,000
110th St. (Cathedral p'kway)	North	450,080	815,304	380,400	830,480
	South	1,924,100	3,508,900	1,667,000	3,591,100
Columbia University–116th Street		2,290,600	4,240,322	2,060,800	4,351,400
Manhattan Street–128th Street		3,019,100	5,843,390	2,966,900	5,986,000
City College–137th Street	North	368,000	622,427	325,100	693,100
	South	2,454,700	4,669,100	2,234,000	4,688,700
145th Street	North	480,300	879,090	378,800	859,100
	South	2,634,900	4,860,700	2,339,400	4,974,300
157th Street	North	285,700	488,977	249,700	535,400
	South	2,516,600	4,700,100	2,281,300	4,797,900
168th Street		2,106,300	3,907,460	1,853,300	3,959,600
181st Street		3,843,300	7,116,034	3,319,900	7,163,200
191st Street		706,200	1,328,945	620,500	1,326,700
Dyckman Street		1,189,900	2,330,205	1,173,100	2,363,040
207th Street	North	66,050	114,607	58,690	124,700
	South	845,350	1,584,409	816,450	1,661,800
215th Street	North	11,590	20,221	16,130	27,720
	South	218,000	413,846	197,600	415,600
225th Street	North	9,560	16,248	7,895	17,455
	South	242,760	460,653	246,950	489,710
231st Street	North	10,045	16,287	8,355	18,400
	South	425,424	797,934	403,486	828,910
238th Street	South	104,976	199,686	100,308	205,284
242d Street	South	1,656,500	3,333,273	1,779,900	3,436,400
Total, Broadway Branch (Contract 1)		30,246,935	56,565,320	27,581,064	57,827,999
LENOX AND WEST FARMS BRANCH					
110th Street		3,057,500	5,612,975	2,728,200	5,785,700
116th Street	North	1,258,400	2,453,218	1,153,000	2,411,400
	South	2,905,000	5,272,200	2,685,200	5,590,200
125th Street	North	1,040,300	1,910,859	928,400	1,968,700
	South	2,503,500	4,586,400	2,323,000	4,826,500
135th Street	North	1,285,200	2,290,607	1,120,600	2,405,800
	South	3,452,000	6,702,500	3,625,000	7,077,000
145th Street	South	937,450	1,719,400	845,500	1,782,950
Mott Avenue [2]		458,300	817,658	436,000	894,300

* Express Station.

[1] See note 1 on first page of this table.

[2] Leads to same train platforms as the 149th street station of the Jerome avenue branch.

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TABLE IX. Traffic statistics: Subway and elevated station records by half years and years, 1920 — Continued

(A) Ticket sales at Interborough Subway Division stations — Continued

LINES AND STATIONS		Six months, January – June	Year ended June 30, 1920	Six months, July – December	Year ended December 31, 1920
MANHATTAN-BRONX LINES—*Concluded*					
LENOX AND WEST FARMS BRANCH—*Concluded*					
Third Avenue	North	686,000	1,214,212	581,000	1,267,000
	South	3,197,300	5,996,700	3,088,200	6,285,500
Jackson Avenue	North	213,240	387,114	177,800	391,040
	South	2,323,600	4,491,400	2,271,700	4,595,300
Prospect Avenue	North	344,200	628,426	285,500	629,700
	South	3,577,000	6,813,500	3,364,500	6,941,500
Intervale Avenue		2,012,100	3,906,590	1,888,900	3,901,000
Simpson Street	North	146,600	275,844	123,400	270,000
	South	3,257,500	6,243,000	2,970,500	6,228,000
Freeman Street	North	248,820	486,206	199,280	448,100
	South	3,724,500	7,124,000	3,563,500	7,288,000
174th Street	North	47,950	87,650	46,270	94,220
	South	1,915,600	3,637,300	1,838,700	3,754,300
177th Street		1,717,500	3,457,081	1,817,500	3,535,000
Bronx Park (180th Street)	South	1,213,600	2,375,188	1,246,700	2,460,300
Total, Lenox Ave. and West Farms Branch (Contract 1)		41,523,160	78,490,028	39,308,350	80,831,510
WHITE PLAINS ROAD LINE					
East 180th Street — Morris Park*		1,185,800	2,231,800	1,255,900	2,441,700
Bronx Park East		105,900	213,500	116,800	222,700
Pelham Parkway	South	28,140	56,960	33,900	62,040
Allenton Avenue		26,545	48,037	34,010	60,555
Burke Avenue		149,250	278,920	158,550	307,800
Gun Hill Road*		206,360	411,960	256,340	462,700
East 219th Street		298,600	563,820	329,600	628,200
East 225th Street		249,500	480,960	262,120	511,620
East 233d Street	South	194,680	387,100	211,800	406,480
East 238th Street (Nereid Ave.)	South	665,400	1,440,700	731,300	1,396,700
East 241st Street*[2]	South	.....	.....	72,900	72,900
Total, White Plains Road Line (Contract 3)		3,110,175	6,113,757	3,463,220	6,573,395
Total, Manhattan — Bronx lines		272,181,242	502,259,834	255,559,181	527,740,423
MANHATTAN-QUEENS LINES[3]					
QUEENSBORO TRUNK					
Grand Central (Lexington Ave.)[3]		225,180	413,920	215,320	440,500
Jackson Avenue	West	1,958,600	3,622,000	2,130,700	4,089,300
	East	456,600	771,000	454,600	911,200
Hunters Point Avenue		354,140	619,210	359,560	713,700
11th Street		702,880	1,246,740	678,520	1,381,400
Queensboro Plaza*		1,372,900	2,585,000	1,307,000	2,679,900
Total, Jackson Avenue to Queensboro Plaza		4,845,120	8,843,950	4,930,380	9,775,500
Total, trunk line		5,070,300	9,257,870	5,145,700	10,216,000
CORONA BRANCH					
Rawson Street		329,570	600,570	325,810	655,380
Lowery Street		35,160	64,870	41,700	76,860
Bliss Street		144,540	318,560	197,080	341,620
Lincoln Avenue		182,130	334,585	183,515	365,645
Woodside*		583,940	1,047,960	661,000	1,244,940
Fisk Avenue		291,300	556,640	294,020	585,320
Broadway		159,050	290,530	172,190	331,240
25th Street		428,760	802,860	460,940	889,700
Elmhurst Avenue		381,200	729,000	403,200	784,400
Junction Avenue*	West	607,100	1,141,400	628,200	1,235,300
Alburtis Avenue	West	1,468,500	2,703,200	1,660,700	3,129,200
Total, Corona Branch		4,611,250	8,590,175	5,028,355	9,639,605

* Built as express station.

[2] Opened Dec. 3, 1920.

[3] Grand Central (Lexington ave.) is in Manhattan, all other stations in Queens. See note 2 on first page of this table.

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TABLE IX. Traffic statistics: Subway and elevated station records by half years and years, 1920 — Continued

(A) Ticket sales at Interborough Subway Division stations — Continued

LINES AND STATIONS	Six months, January–June	Year ended June 30, 1920	Six months, July–December	Year ended December 31, 1920
MANHATTAN–QUEENS LINES—*Concluded*				
ASTORIA BRANCH				
Beebe Avenue	419,600	791,200	370,760	790,360
Washington Avenue	486,400	908,140	540,200	1,026,600
Broadway	1,055,200	1,953,800	1,008,600	2,063,800
Grand Avenue	1,045,800	1,985,800	999,000	2,044,800
Hoyt Avenue* ..... South	878,200	1,648,200	850,100	1,728,300
Ditmars Avenue* ..... South	547,200	996,900	649,800	1,197,000
Total, Astoria Branch	4,432,400	8,284,040	4,418,460	8,850,860
Total, Manhattan — Queens Lines (Contract 3)	14,113,950	26,132,085	14,592,515	28,706,465
MANHATTAN — BROOKLYN LINES				
Park Place (Manhattan)	2,088,400	3,985,840	2,201,000	4,289,400
Fulton Street (Manhattan)	1,850,000	3,389,040	1,948,570	3,798,570
Wall Street (Manhattan)	5,064,800	9,237,805	4,723,600	9,788,400
Total stations in Manhattan	*9,003,200*	*16,612,685*	*8,873,170*	*17,876,370*
Clark Street (Brooklyn)	1,024,000	1,768,781	1,190,700	2,214,700
Borough Hall (Contract 3 booths only) [1]	1,934,500	3,435,140	2,421,000	4,355,500
Total, Park Place, William and Clark Sts. line (Contract 3)	11,961,700	21,816,606	12,484,870	24,446,570
Borough Hall (Contract 2 booths only) [1]	5,252,900	9,885,661	4,948,200	10,201,100
Hoyt Street ..... North	3,276,600	6,136,241	2,716,900	5,993,500
Hoyt Street ..... South	119,080	189,820	376,300	495,380
Nevins Street ..... North	3,961,600	7,412,301	3,785,500	7,747,100
Nevins Street ..... South	220,560	350,948	481,900	702,460
Atlantic Avenue ..... North	13,249,870	25,530,457	11,563,920	24,813,790
Total, Borough Hall to Atlantic Avenue (Contract 2)	26,080,610	49,505,428	23,872,720	49,953,330
Total, Manhattan — Brooklyn lines	38,042,310	71,322,034	36,357,590	74,399,900
BROOKLYN LINES				
FLATBUSH AVENUE AND EASTERN PARKWAY LINE				
Main Line				
Bergen Street [2] ..... North	.....	.....	265,200	265,200
Bergen Street [2] ..... South	.....	.....	55,300	55,300
Prospect Park Plaza [2]	.....	.....	477,800	477,800
Eastern Parkway — Brooklyn Museum [2]	.....	.....	118,400	118,400
Franklin Avenue* [3]	.....	.....	887,100	887,100
Nostrand Avenue [3]	.....	.....	587,500	587,500
Kingston Avenue [3]	.....	.....	777,700	777,700
Utica Avenue* [3]	.....	.....	2,103,700	2,103,700
Total, trunk line	.....	.....	5,272,700	5,272,700
Livonia Avenue Branch				
Sutter Avenue [4]	.....	.....	163,000	163,000
Saratoga Avenue [4]	.....	.....	110,900	110,900
Rockaway Avenue [4]	.....	.....	200,400	200,400
Junius Street [4]	.....	.....	196,760	196,760
Pennsylvania Avenue [5]	.....	.....	19,700	19,700
Total Livonia Avenue Branch	.....	.....	690,760	660,760

* Built as express station.

[1] The Borough Hall stations under Contracts 2 and 3 are separate but connected by passages, so that a passenger can purchase a ticket at one, but board a train at the other.

[2] Opened Oct. 3, 1920.

[3] Opened Aug. 23, 1920.

[4] Opened Nov. 22, 1920.

[5] Opened Dec. 23, 1920.

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TABLE IX. Traffic statistics: Subway and elevated station records by half years and years, 1920 — Continued

(A) Ticket sales at Interborough Subway Division stations — *Concluded*

LINES AND STATIONS	Six months, January – June	Year ended June 30, 1920	Six months, July – December	Year ended December 31, 1920
BROOKLYN LINES—*Concluded*				
FLATBUSH AVENUE AND EASTERN PARKWAY LINE—*Concluded*				
Nostrand Avenue Branch				
President Street [3]	.....	.....	244,550	244,550
Sterling Street [3]	.....	.....	323,900	323,900
Winthrop Street [3] North	.....	.....	387,100	387,100
Winthrop Street [3] South	.....	.....	27,420	27,420
Church Avenue [3] North	.....	.....	689,700	689,700
Church Avenue [3] South	.....	.....	44,700	44,700
Beverly Road [3] North	.....	.....	463,750	463,750
Beverly Road [3] South	.....	.....	20,660	20,660
Newkirk Avenue [3] North	.....	.....	384,300	384,300
Newkirk Avenue [3] South	.....	.....	14,785	14,785
Flatbush Avenue [3]	.....	.....	654,400	654,400
Total — Nostrand Ave. branch	.....	.....	3,255,265	3,255,265
Total — Brooklyn lines	.....	.....	9,218,725	9,218,725
Grand total, Interborough Subway Division stations	324,337,502	599,713,953	315,728,011	640,065,513
Miscellaneous (add)	620,800	1,170,554	274,972	895,772
Adjustment of joint traffic on Queensboro lines, Second Ave. elevated's share deducted	3,851,720	7,237,289	3,752,841	7,604,561
Adjustment of joint traffic on White Plains Road, Third Ave. elevated's share deducted	.....	.....	255,918	255,918
Adjustment of joint traffic on Jerome Ave., Sixth Ave. elevated's share deducted	3,870,427	7,548,585	3,708,687	7,579,114
Grand total, Interborough Subway div.	317,236,155	586,098,633	308,285,537	625,521,692
Average per day	1,743,056	1,601,362	1,675,465	1,709,076
Number of Sundays included	26	52	26	52
Average, counting Sunday one-half day	1,877,137	1,723,820	1,802,839	1,839,770

[3] Opened Aug. 23, 1920.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(B) Ticket sales at Manhattan Railway (Interborough Elevated Division) stations

Compiled from monthly reports

Lines and Stations		Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
Second Avenue					
City Hall*	North...	1,935,330	3,824,828	1,822,200	3,757,530
Chatham Square*		853,300	1,646,039	910,600	1,763,900
Canal Street	North...	802,720	1,536,164	805,740	1,608,460
	South...	499,741	939,954	513,091	1,012,832
Grand Street	North...	802,800	1,516,526	801,400	1,604,200
	South...	430,848	768,940	433,712	864,560
Rivington Street	North...	1,576,900	3,005,355	1,560,700	3,137,600
	South...	433,775	760,758	457,586	891,361
1st Street	North...	988,680	1,854,956	958,520	1,947,200
	South...	519,431	918,433	492,021	1,011,452
8th Street	North...	987,100	1,876,766	957,400	1,944,500
	South...	622,900	1,122,620	612,800	1,235,700
14th Street*	North...	1,085,030	2,033,720	1,063,700	2,148,730
	South...	662,037	1,169,340	632,520	1,294,557
19th Street	North...	355,900	663,937	338,548	694,448
	South...	313,310	555,900	287,980	601,290
23d Street	North...	556,060	1,058,503	515,620	1,071,680
	South...	477,586	828,749	452,595	930,181
34th Street		938,920	1,727,850	870,125	1,809,045
42d Street*		1,061,600	1,964,200	1,005,560	2,067,160
50th Street	North...	246,585	429,337	212,045	458,630
	South...	312,355	573,015	284,000	596,355
57th Street	North...	692,300	1,236,720	667,300	1,359,600
	South...	584,700	1,103,200	556,660	1,141,360
65th Street	North...	204,659	352,839	173,506	378,165
	South...	535,220	1,022,400	509,160	1,044,380
72d Street	North...	335,880	607,580	300,080	635,960
	South...	1,317,300	2,558,200	1,256,200	2,573,500
80th Street	North...	249,280	446,044	225,810	475,090
	South...	1,231,500	2,382,100	1,150,500	2,382,000
86th Street*	North...	181,167	326,848	162,687	343,854
	South...	1,271,080	2,422,320	1,199,020	2,470,100
92d Street		748,580	1,427,435	711,340	1,459,920
99th Street	North...	63,090	110,136	49,591	112,681
	South...	824,100	1,549,900	802,100	1,626,200
105th Street	North...	69,720	124,706	56,930	126,650
	South...	677,560	1,275,660	666,280	1,343,840
111th Street	North...	75,245	142,525	73,175	148,420
	South...	760,600	1,487,700	788,800	1,549,400
117th Street	North...	46,000	96,138	45,630	91,630
	South...	656,100	1,269,100	655,530	1,311,630
121st Street	North...	72,440	148,016	64,660	137,100
	South...	487,780	925,400	462,120	949,900
125th Street*		470,540	900,370	476,620	947,160
Chatham Square to 125th Street		*26,082,419*	*48,866,399*	*25,219,962*	*51,302,381*
Miscellaneous		43,308	79,220	13,636	56,944
Adjustment of joint traffic on Queensboro subway lines; deducted from Subway Division		3,851,720	7,237,289	3,752,841	7,604,561
Grand total, Second Avenue Line		31,912,777	60,007,736	30,808,639	62,721,416
Third Avenue					
South Ferry (Whitehall St.)[1]	North...	2,102,134	4,406,380	2,842,578	4,944,712
Hanover Square		1,046,100	2,058,369	1,037,400	2,083,500
Fulton Street		749,500	1,458,017	736,300	1,485,800
Franklin Square		475,292	923,260	530,775	1,006,067
Total, South Ferry to Franklin Square		4,373,026	8,846,026	5,147,053	9,520,079
Thereof credited to Second Avenue line in Table VIII		*2,165,533*	*4,382,239*	*2,549,438*	*4,714,971*

NOTE.— Because of the routing of trains of one line over sections of track of other lines, station ticket sales cannot in all cases be definitely classed or equitably apportioned by routes. Tickets sold on branches jointly operated by trains of the Subway Division and Manhattan Railway Division are shared in proportion to ton-mileage of trains operated over the respective branches.

* Express station.

[1] For other sales at this station, see South Ferry under Ninth Avenue. The north and south lines of the Manhattan Railway converge to this station.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(B) Ticket sales at Manhattan Railway (Interborough Elevated Division) stations — Continued

LINES AND STATIONS		Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
THIRD AVENUE — *Continued*					
City Hall*	North...	3,336,500	6,663,636	3,424,500	6,761,000
Chatham Square*		1,436,900	2,762,446	1,434,200	2,871,100
Canal Street*		2,122,400	4,072,241	2,133,700	4,256,100
Grand Street*		4,061,900	7,466,335	3,906,300	7,968,200
Houston Street*		2,493,800	4,675,370	2,387,400	4,881,200
9th Street*	North...	1,636,100	3,174,856	1,540,100	3,176,200
	South...	497,220	881,591	434,832	932,052
14th Street	North...	1,328,900	2,586,805	1,283,100	2,612,000
	South...	729,700	1,291,200	659,300	1,389,000
18th Street	North...	791,070	1,550,030	741,060	1,532,130
	South...	414,783	742,206	370,176	784,959
23d Street*	North...	1,797,700	3,543,486	1,752,800	3,550,500
	South...	859,150	1,532,668	803,140	1,662,290
28th Street	North...	991,474	1,912,053	914,031	1,905,505
	South...	763,613	1,358,302	686,024	1,449,637
34th Street	North...	1,219,000	2,390,004	1,194,600	2,413,600
	South...	655,540	1,191,130	619,331	1,274,871
34th Street Ferry		128,860	252,503	124,750	253,610
42d Street*	North...	1,043,400	2,020,760	1,099,500	2,142,900
	South...	714,800	1,318,380	733,820	1,448,620
Grand Central		767,700	1,525,427	769,580	1,537,280
47th Street	North...	426,030	797,431	406,538	832,568
	South...	394,026	715,577	369,655	763,681
53d Street	North...	444,031	825,211	424,607	868,638
	South...	478,853	893,726	421,940	900,793
59th Street	North...	1,022,500	1,967,737	1,004,900	2,027,400
	South...	874,700	1,669,800	801,800	1,676,500
67th Street	North...	431,645	804,725	393,490	825,135
	South...	664,100	1,240,800	571,300	1,235,400
76th Street	North...	429,145	813,736	426,960	856,105
	South...	904,100	1,734,800	816,700	1,720,800
84th Street	North...	508,977	957,393	488,010	996,987
	South...	963,600	1,838,100	875,200	1,838,800
89th Street	North...	411,100	783,984	390,000	801,100
	South...	727,800	1,389,700	646,400	1,374,200
99th Street	North...	350,200	666,052	343,500	693,700
	South...	775,195	1,563,995	735,814	1,511,009
106th Street*	North...	734,000	1,368,704	740,300	1,474,300
	South...	2,109,100	4,210,500	2,037,400	4,146,500
116th Street	North...	759,420	1,481,719	787,280	1,546,700
	South...	1,739,000	3,462,900	1,707,600	3,446,600
125th Street*	North...	679,200	1,289,922	692,000	1,371,200
	South...	1,126,900	2,198,000	1,139,200	2,266,100
Total, Chatham Square to 125th Street		*41,407,632*	*78,922,305*	*39,808,338*	*81,215,970*
Total, City Hall to 125th Street		44,744,132	85,585,941	43,232,838	87,976,970
129th Street		370,390	714,870	362,740	733,130
Willis Avenue	South...	449,440	909,040	550,560	1,000,000
133d Street*		965,450	1,928,766	929,650	1,895,100
138th Street*		1,114,800	2,233,023	1,088,500	2,203,300
143d Street*		1,035,700	2,068,549	991,100	2,026,800
149th Street*		1,778,900	3,499,509	1,732,500	3,511,400
156th Street		1,262,300	2,469,012	1,202,500	2,464,800
161st Street		1,909,900	3,685,166	1,833,700	3,743,600
166th Street		2,028,400	3,920,692	1,911,300	3,939,700
169th Street		2,540,500	4,918,212	2,408,500	4,949,000
Claremont Parkway		2,321,900	4,555,225	2,249,100	4,571,000
174th Street		1,439,500	2,777,189	1,366,100	2,805,600
Tremont Avenue (177th Street)*		2,264,000	4,358,955	2,123,500	4,387,500
180th Street	North...	78,850	139,926	65,407	144,257
	South...	1,408,900	2,764,398	1,390,300	2,799,200
183d Street	North...	427,000	836,400	420,800	847,800
	South...	1,993,120	3,953,324	1,950,080	3,943,200
Fordham Road*		1,280,700	2,483,680	1,263,900	2,544,600
Bronx Park*	South...	1,136,000	2,282,470	1,031,000	2,167,000
Total, 129th Street to Bronx Park		*25,805,750*	*50,498,406*	*24,871,237*	*50,676,987*

* Express station.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(B) Ticket sales at Manhattan Railway (Interborough Elevated Division) stations — Continued

Lines and Stations		Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
Third Avenue — *Concluded*					
200th Street [1]	North	.....	.....	5,327	5,327
	South	.....	.....	26,160	26,160
204th Street [1]	North	.....	.....	3,370	3,370
	South	.....	.....	89,560	89,560
Williamsbridge — 210th Street [1]		.....	.....	45,190	45,190
Total, Webster Avenue Extension		.....	.....	*169,607*	*169,607*
Miscellaneous		122,598	229,942	43,961	166,559
Adjustment of joint traffic on White Plains Road line; deducted from Subway division		.....	.....	255,918	255,918
Grand total — Third Avenue line		75,045,506	145,160,315	73,720,614	148,766,120
Grand total — East side (Manhattan–Bronx) elevated		106,958,283	205,168,051	104,529,253	211,487,536
Average per day		587,683	560,568	568,094	577,835
Average, counting Sundays one-half day		632,889	603,435	611,282	622,022
Ninth Avenue					
South Ferry [2]	North	1,051,066	2,203,499	1,421,289	2,472,355
Battery Place	North	981,071	2,085,483	1,079,345	2,060,416
	South	150,700	311,240	180,320	331,020
Rector Street*	North	343,135	654,151	330,412	673,547
	South	124,800	250,620	123,000	247,800
Cortlandt Street*	North	1,522,100	3,002,929	1,578,000	3,100,100
	South	500,790	970,648	517,110	1,017,900
Barclay Street	North	469,200	938,150	512,400	981,600
	South	181,200	331,300	202,600	383,800
Warren Street*	North	1,053,620	2,028,366	1,085,400	2,139,020
	South	203,260	385,364	233,490	436,750
Franklin Street	North	397,460	781,255	383,120	780,580
	South	196,228	366,832	208,442	404,670
Desbrosses Street*	North	495,220	962,352	492,280	987,500
	South	315,660	606,866	343,260	658,920
Houston Street	North	353,535	687,206	373,666	727,201
	South	212,468	424,978	227,306	439,774
Christopher Street*	North	923,900	1,740,350	856,800	1,780,700
	South	756,000	1,414,539	753,300	1,509,300
14th Street*	North	933,900	1,718,901	857,300	1,791,200
	South	824,860	1,527,800	824,060	1,648,920
23d Street	North	1,027,600	1,877,044	928,400	1,956,000
	South	913,800	1,697,100	883,050	1,796,850
30th Street	North	459,565	845,678	418,624	873,189
	South	412,300	777,860	405,500	817,800
34th Street*	North	897,700	1,709,735	888,700	1,786,400
	South	756,900	1,423,100	770,300	1,527,200
42d Street	North	1,017,769	1,941,171	999,615	2,017,384
	South	1,197,000	2,197,700	1,154,400	2,351,400
50th Street	North	575,559	1,075,035	537,086	1,112,645
	South	1,059,860	1,973,620	1,006,580	2,066,440
59th Street [3]	South	802,960	1,514,360	760,220	1,563,180
Miscellaneous		36,627	66,905	15,602	52,229
Grand total — Ninth avenue line [4]		21,147,813	40,492,137	21,345,977	42,493,790
Sixth Avenue [5]					
Rector Street [5]	North	776,830	1,632,003	769,640	1,546,470
	South	631,903	1,203,173	641,306	1,273,209
Cortlandt Street	North	1,539,700	3,065,814	1,589,280	3,128,980
	South	315,830	624,745	343,679	659,509
Park Place	North	796,900	1,651,891	845,960	1,642,860
	South	41,812	77,276	54,497	96,309

* Express station.

[1] Opened October 4, 1920.

[2] See also Third Avenue Line and note 1 on first page of this table.

[3] The southbound traffic of the 59th street station is divided by the company about equally between the Sixth and Ninth avenue lines; all the northbound traffic is classed as Sixth avenue.

[4] Ninth avenue traffic originating north of 59th street is included under Sixth Avenue Line. See also notes 2 and 3, above.

[5] Sixth avenue traffic originating south of Rector street is classed as Ninth avenue.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(B) Ticket sales at Manhattan Railway (Interborough Elevated Division) stations — Continued

LINES AND STATIONS		Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
SIXTH AVENUE — *Continued*					
Chambers Street	North	819,318	1,602,467	876,735	1,696,053
	South	60,090	113,903	60,124	120,214
Franklin Street	North	621,404	1,225,229	619,570	1,240,974
	South	104,317	196,235	98,702	203,019
Grand Street	North	732,500	1,411,976	768,500	1,501,000
	South	231,812	414,461	221,691	453,503
Bleecker Street	North	1,264,232	2,400,825	1,172,399	2,436,631
	South	501,026	940,566	511,077	1,012,103
8th Street	North	987,900	1,861,776	891,060	1,878,960
	South	383,353	744,558	372,807	756,160
14th Street	North	1,345,210	2,592,264	1,303,100	2,648,310
	South	498,540	965,600	519,099	1,017,639
18th Street	North	975,200	1,869,608	905,600	1,880,800
	South	417,485	815,385	409,115	826,600
23d Street	North	1,294,760	2,471,415	1,176,940	2,471,700
	South	671,800	1,283,360	631,540	1,303,340
28th Street	North	956,350	1,893,166	879,030	1,835,380
	South	542,180	1,088,380	525,360	1,067,540
33d Street	North	1,747,700	3,431,517	1,731,300	3,479,000
	South	2,022,600	4,051,573	2,126,900	4,149,500
38th Street	North	1,069,800	2,050,374	977,900	2,047,700
	South	684,300	1,322,900	657,500	1,341,800
42d Street	North	2,021,300	3,848,560	1,968,500	3,989,800
	South	1,288,620	2,512,920	1,321,980	2,610,600
50th Street	North	1,079,680	1,961,869	1,000,400	2,080,080
	South	634,140	1,200,140	603,860	1,238,000
53d Street	North	511,607	928,997	495,937	1,007,544
	South	613,725	1,150,355	571,915	1,185,640
58th Street	South	424,300	827,995	377,760	802,060
Total, Rector St. to 58th Street		28,608,224	55,433,276	28,020,763	56,628,987
59th Street [1]	North	1,081,000	1,894,248	966,400	2,047,400
	South	802,960	1,514,360	760,220	1,563,180
66th Street*	North	758,900	1,377,435	688,500	1,447,400
	South	1,301,364	2,477,724	1,237,936	2,539,300
72d Street	North	431,100	764,112	377,900	809,000
	South	960,000	1,777,200	897,880	1,857,880
81st Street	North	381,400	681,757	338,700	720,100
	South	1,301,000	2,445,300	1,218,200	2,519,200
86th Street	North	383,500	670,993	335,600	719,100
	South	1,177,000	2,058,000	1,095,100	2,272,100
93d Street	North	318,300	567,744	286,400	604,700
	South	1,266,100	2,372,600	1,182,900	2,449,000
99th Street		1,790,000	3,394,359	1,728,300	3,518,300
104th Street	North	363,220	649,677	343,580	706,800
	South	1,785,800	3,421,200	1,687,400	3,473,200
110th Street	North	227,350	389,250	200,550	427,900
	South	1,284,140	2,468,320	1,198,780	2,482,920
116th Street*		2,602,000	4,961,901	2,506,100	5,108,100
125th Street*	North	883,400	1,626,689	833,100	1,716,500
	South	2,451,300	4,724,600	2,395,500	4,846,800
130th Street	North	148,310	256,285	112,690	261,000
	South	1,163,600	2,283,800	1,158,000	2,321,600
135th Street	North	118,060	210,892	114,140	232,200
	South	1,272,000	2,536,700	1,310,900	2,582,900
140th Street	North	102,716	182,325	93,477	196,193
	South	1,618,400	3,161,500	1,578,600	3,197,000
145th Street*	North	189,140	327,437	197,640	386,780
	South	2,408,000	4,694,500	2,339,200	4,747,200
151st Street	North	57,220	100,149	56,545	113,765
	South	710,600	1,341,300	700,120	1,410,720
157th Street*	South	1,652,816	3,274,042	1,919,274	3,572,090
Total, 59th St. to 157th St.[1]		30,990,696	58,606,399	29,859,632	60,850,328
Sedgwick Avenue	South	419,400	823,615	427,300	846,700
Anderson and Jerome Avenues	South	375,630	718,018	356,440	732,070
Total, 162d St. Connection		795,030	1,541,633	783,740	1,578,770

*Express station.

[1] See footnote 3 of preceding page.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(B) Ticket sales at Manhattan Railway (Interborough Elevated Division) stations — Concluded

LINES AND STATIONS	Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
SIXTH AVENUE — *Concluded*				
Miscellaneous	129,548	244,396	61,933	191,481
Adjustment of joint traffic on Lexington Ave.; deducted from Subway Division	3,870,427	7,548,585	3,708,687	7,579,114
Grand total — Sixth avenue line [1]	64,393,925	123,374,289	62,434,755	126,828,680
Grand total — West side elevated	85,541,738	163,866,426	83,780,732	169,322,470
Average per day	470,010	447,722	455,330	462,630
Average, counting Sunday one-half day	506,164	481,960	489,946	498,007
Grand total — all Elevated Division lines	192,500,021	369,034,477	188,309,985	380,810,006
Average per day	1,057,692	1,008,291	1,023,424	1,040,464
Number of Sundays included	26	52	26	52
Average, counting Sunday one-half day	1,139,053	1,085,396	1,101,228	1,120,029
(C) Fares collected at Brooklyn Rapid Transit Elevated-Subway Division stations				
Compiled from monthly reports				
COMPANY-OWNED LINES				
BROOKLYN BRIDGE				
Park Row — East	8,330,067	16,699,727	7,939,742	16,269,809
Sands Street	1,186,694	2,234,282	1,091,484	2,278,178
Total	9,516,761	18,934,009	9,031,226	18,547,987
FULTON STREET LINE				
Fulton Ferry — East	75,636	137,984	60,400	136,036
Court Street — East	911,394	1,622,416	560,904	1,472,298
Myrtle Avenue — West	30,406	57,225	26,984	57,390
Boerum Place — East	1,107,587	2,031,155	701,712	1,809,299
Boerum Place — West	16,170	29,945	15,372	31,542
Elm Place — East	1,092,464	1,959,724	680,120	1,772,584
Duffield Street — West	19,904	38,612	17,619	37,523
Flatbush Avenue	2,116,424	3,862,201	1,422,334	3,538,758
Lafayette Avenue — East	264,732	466,497	184,344	449,076
Lafayette Avenue — West	11,386	22,329	9,831	21,217
Cumberland Street — East	234,805	425,755	181,397	416,202
Cumberland Street — West	30,154	53,012	23,772	53,926
Vanderbilt Avenue — East	275,059	471,507	211,435	486,494
Vanderbilt Avenue — West	60,756	104,740	45,182	105,938
Grand Avenue — East	214,069	382,209	169,387	383,456
Grand Avenue — West	211,503	376,096	160,835	372,338
Franklin Avenue	705,346	1,244,547	704,582	1,409,928
Nostrand Avenue	745,989	1,296,166	648,957	1,394,946
Tompkins Avenue	503,884	899,243	448,527	952,411
Troy Avenue	644,969	1,143,278	576,274	1,221,243
Reid Avenue	741,554	1,334,815	691,141	1,432,695
Ralph Avenue	986,857	1,790,635	907,849	1,894,706
Saratoga Avenue	1,027,831	1,918,094	953,005	1,980,836
Rockaway Avenue	588,927	1,106,972	592,891	1,181,818
Atlantic Avenue	1,289,895	2,578,012	1,317,303	2,607,198
Hinsdale Street	204,570	451,820	205,374	409,944
Pennsylvania Avenue	767,036	1,508,318	747,365	1,514,401
Van Sicklen Avenue — East	33,377	64,234	33,813	67,190
Van Sicklen Avenue — West	957,896	1,765,621	957,652	1,915,548
Linwood Street — East	38,909	76,886	39,056	77,965
Linwood Street — West	883,370	1,636,186	886,684	1,770,054
Montauk Avenue — East	22,803	44,605	21,865	44,668
Montauk Avenue — West	546,468	1,018,170	548,783	1,095,251
Chestnut Street — East	10,476	19,974	10,233	20,709
Chestnut Street — West	415,806	800,350	411,466	827,272
Crescent Street — East	11,355	23,148	10,818	22,173
Crescent Street — West	202,134	394,815	203,398	405,532
Grant Avenue ("City Line")	663,919	1,331,398	674,755	1,338,674
Total, Fulton Ferry to Grant Avenue	*18,665,820*	*34,488,694*	*16,063,419*	*34,729,939*

[1] See footnote 4 of second page preceding.

NOTE (Div. C).— Because of much routing of trains of one line over sections of track of other lines, station ticket sales cannot in all cases be definitely classed or equitably apportioned by routes.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(C) Fares collected at Brooklyn Rapid Transit elevated-subway division stations — Continued

LINES AND STATIONS	Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
COMPANY-OWNED LINES — *Continued*				
FULTON STREET LINE — *Concluded*				
Hudson Street	62,540	140,894	76,798	139,338
Boyd Avenue	179,577	356,862	190,797	370,374
Rockaway Boulevard	200,138	438,722	225,449	425,587
Oxford Avenue	146,266	297,723	158,832	305,098
Greenwood Avenue	210,912	414,587	249,324	460,226
Lefferts Avenue	376,438	767,025	406,698	783,136
Total, Liberty Avenue extension	*1,175,871*	*2,415,813*	*1,307,898*	*2,483,769*
Total, Fulton Street Line	19,841,691	36,904,507	17,371,317	37,213,008
LEXINGTON AVENUE LINE				
High Street, East	82,626	144,956	69,579	152,205
Adams Street, East	1,344,531	2,318,299	1,343,971	2,688,502
Adams Street, West	12,196	21,718	14,098	26,294
Bridge Street	756,816	1,339,486	761,869	1,518,685
Navy Street	329,469	600,727	334,840	664,309
Vanderbilt Avenue	499,050	885,535	487,459	986,509
Washington Avenue	501,571	886,021	491,052	992,623
Myrtle and Grand Avenues	238,239	418,094	232,432	470,671
De Kalb Avenue, East	120,434	219,635	108,716	220,150
De Kalb Avenue, West	127,957	232,634	110,839	238,796
Greene Avenue, East	73,407	125,003	70,354	143,761
Greene Avenue, West	101,116	180,174	103,272	204,388
Franklin Avenue, East	121,873	209,414	121,291	243,164
Franklin Avenue, West	157,755	278,451	151,522	309,277
Nostrand Avenue, East	162,714	279,404	163,324	326,038
Nostrand Avenue, West	256,092	456,392	253,387	509,479
Tompkins Avenue, East	142,262	244,238	134,398	276,660
Tompkins Avenue, West	218,363	386,079	225,226	443,589
Sumner Avenue, East	195,050	334,923	185,061	380,111
Sumner Avenue, West	358,348	631,308	342,832	701,180
Reid Avenue, East	132,897	234,743	128,359	261,256
Reid Avenue, West	306,130	554,900	307,295	613,335
Gates Avenue	2,161,688	3,965,164	1,992,764	4,154,452
Halsey Street	2,090,419	3,875,895	1,940,267	4,030,686
Chauncey Street	1,490,426	2,847,801	1,417,650	2,908,076
Manhattan Junction [1]	.....	22,788	.....	.....
Eastern Parkway [1]	465,568	735,243	465,590	931,158
Alabama Avenue	215,536	420,781	232,245	447,781
Van Sicklen Avenue, East	51,832	96,596	50,710	102,542
Van Sicklen Avenue, West	340,163	636,390	308,775	648,938
Cleveland Street	488,209	923,246	442,281	930,470
Norwood Avenue	547,373	1,026,474	500,209	1,047,582
Crescent Street	543,446	1,035,619	500,563	1,044,009
Cypress Hills	196,905	371,782	190,315	387,220
Total, High Street to Cypress Hills	*14,830,461*	*26,939,911*	*14,182,435*	*29,012,896*
Eldert's Lane	380,276	724,882	383,705	763,981
Forest Parkway	753,528	1,431,441	693,339	1,446,867
Woodhaven Boulevard	593,234	1,111,150	548,251	1,141,485
Freedom Avenue (102d Street)	511,846	966,606	480,183	992,029
Greenwood Avenue (111th Street)	550,434	1,024,672	517,910	1,068,344
Spruce Street (121st Street)	287,510	520,397	299,607	587,117
Metropolitan Avenue	109,321	195,051	117,567	226,888
Queen's Boulevard	167,990	313,827	162,437	330,427
Sutphin Road (L. I. R. R. depot)	290,952	551,329	328,816	619,768
Newark Avenue (160th Street)	716,917	1,373,846	753,187	1,470,104
Cliffside Avenue (168th Street)	436,367	894,100	512,322	948,689
Total, Jamaica Avenue extension	*4,798,375*	*9,107,301*	*4,797,324*	*9,595,699*
Total, Lexington Avenue line	19,628,836	36,047,212	18,979,759	38,608,595
MYRTLE AVENUE LINE				
Franklin Avenue	431,002	762,318	431,232	862,234
Nostrand Avenue	541,770	937,885	523,167	1,064,937
Tompkins Avenue	675,855	1,241,568	635,570	1,311,425
Sumner Avenue	364,166	673,323	351,092	715,258
Central Avenue	681,748	1,265,608	629,544	1,311,292
Knickerbocker Avenue	1,292,944	2,385,176	1,237,440	2,530,384
Wyckoff Avenue	1,811,786	3,061,382	1,680,149	3,491,935
Total, Franklin Ave. to Wyckoff Ave	*5,799,271*	*10,327,260*	*5,488,194*	*11,287,465*

[1] Manhattan Junction station was closed on August 5, 1919, on which date the Eastern Parkway station was opened.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(C) Fares collected at Brooklyn Rapid Transit elevated-subway division stations — Continued

Lines and Stations	Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
COMPANY-OWNED LINES — *Continued*				
MYRTLE AVENUE LINE — *Concluded*				
Seneca Avenue	976,007	1,806,528	937,303	1,913,310
Forest Avenue (Madison Street)	1,389,793	2,494,740	1,337,687	2,727,480
Fresh Pond Road	1,609,728	2,711,050	1,582,949	3,192,677
Metropolitan Avenue ..... West	532,266	871,102	563,706	1,095,972
Total, Lutheran Cemetery extension	*4,507,794*	*7,883,420*	*4,421,645*	*8,929,439*
Total	10,307,065	18,210,680	9,909,839	20,216,904
BROADWAY ELEVATED LINE				
Marcy Avenue ..... East	811,106	1,409,672	804,412	1,615,518
Marcy Avenue ..... West	1,561,596	2,406,314	1,307,769	2,869,365
Hewes Street	1,673,584	2,605,986	1,447,984	3,121,568
Lorimer Street	1,780,435	3,188,158	1,573,790	3,354,225
Flushing Avenue	2,361,806	4,206,648	2,202,418	4,564,224
Myrtle Avenue	2,014,931	3,745,357	1,855,869	3,870,800
Kosciusko Street	878,932	1,609,691	815,931	1,694,863
Total	11,082,390	19,261,826	10,008,173	21,090,563
CANARSIE LINE				
Sutter Avenue	2,192,111	4,066,545	1,973,826	4,165,937
Livonia Avenue	1,898,581	3,612,003	1,648,563	3,547,144
New Lots Road	1,649,347	2,881,582	1,426,390	3,075,737
East 105th Street	5,649	15,132	5,812	11,461
Rockaway Parkway	389,802	726,279	433,485	823,287
Flatlands Avenue [1]	(1)	(1)	(1)	(1)
Avenue L [1]	(1)	(1)	(1)	(1)
Canarsie Terminal [1] ..... West	223,058	520,777	323,881	546,939
Total	6,358,548	11,822,318	5,811,957	12,170,505
BRIGHTON BEACH LINE				
Dean Street	257,296	447,828	155,899	413,195
Park Place	556,750	1,011,372	347,502	904,252
Botanic Garden [2]	45,878	71,032	47,037	92,915
Prospect Park	402,484	763,629	737,599	1,140,083
Parkside Avenue	268,800	508,271	234,928	503,728
Church Avenue	852,078	1,425,592	1,142,640	1,994,718
Beverly Road	268,931	485,034	231,970	500,901
Cortelyou Road (Avenue C)	478,454	861,643	419,668	898,122
Newkirk Avenue	648,521	1,211,306	844,253	1,492,774
Avenue H	329,342	603,112	272,307	601,649
Avenue J	553,215	1,004,511	537,379	1,090,594
Elm Avenue	394,327	732,414	367,728	762,055
Kings Highway	710,441	1,323,107	909,974	1,620,415
Avenue U	330,928	613,322	334,213	665,141
Neck Road	153,332	326,776	145,932	299,264
Sheepshead Bay	742,390	1,639,372	1,237,824	1,980,214
Sheepshead Bay Speedway [3]	.....	71,133	.....	.....
Brighton Beach [4]	183,560	535,585	382,770	566,330
Ocean Parkway	411,619	1,136,919	500,254	911,873
Total	7,588,346	14,771,958	8,849,877	16,438,223
FIFTH AVENUE (BAY RIDGE) LINE				
Fulton Street	588,411	1,058,829	632,810	1,221,221
Atlantic Avenue	720,851	1,320,904	809,628	1,530,479
St. Marks Avenue ..... East	114,000	207,407	121,123	235,123
St. Marks Avenue ..... West	106,381	184,942	102,673	209,054

[1] Canarsie Terminal station closed since Oct. 18, 1920, on which date the shuttle trains operating beyond Rockaway Parkway station since Oct., 1917, were replaced by surface cars. Fare collections are made by conductors and are included in the "Conductors Collections less miscellaneous."

[2] Formerly called Consumers' Park.

[3] Special trains run during police field days, July 19 and 26, 1919.

[4] Fare booth closed since 12:01 a. m. October 17, 1920; fares of passengers boarding trains at this station are collected by trainmen except between 6:30 a. m. and 9:30 p. m., when they are collected by a special agent.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Continued

(C) Fares collected at Brooklyn Rapid Transit elevated-subway division stations—Continued

LINES AND STATIONS	Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
CITY-OWNED LINES — *Continued*				
CENTRE STREET LOOP				
Chambers Street	10,075,870	19,231,853	6,841,438	16,917,308
Canal Street	1,699,660	3,298,518	1,374,267	3,073,927
Bowery	3,408,872	6,613,089	2,918,023	6,326,895
Essex Street	5,024,012	9,240,620	4,693,690	9,717,702
Total	20,208,414	38,384,080	15,827,418	36,035,832
BROADWAY–FOURTH AVENUE LINE				
Broadway Line				
Whitehall Street	784,633	1,267,619	1,401,296	2,185,929
Rector Street	970,750	1,827,295	1,324,452	2,295,202
Cortlandt Street	2,671,628	4,906,471	3,662,525	6,334,153
City Hall	1,649,839	2,970,240	2,609,543	4,259,382
Canal Street	1,672,078	3,012,268	1,511,872	3,183,950
Prince Street	1,883,482	3,316,980	1,602,647	3,486,129
8th Street	2,942,170	5,085,365	2,329,279	5,271,449
Union Square	6,534,005	12,341,383	5,924,497	12,458,502
23d Street	4,020,620	7,283,364	3,401,336	7,421,956
28th Street	2,315,304	4,213,364	1,835,309	4,150,613
34th Street	6,214,222	11,087,119	5,763,932	11,978,154
Times Square	6,950,926	12,318,014	6,544,603	13,495,529
49th Street	1,912,568	2,957,431	1,623,486	3,536,054
57th Street	1,637,297	2,655,106	1,340,596	2,977,893
Fifth Avenue	607,475	854,309	488,429	1,095,904
Lexington Avenue	1,134,257	1,492,745	954,350	2,088,607
Total	43,901,254	77,589,073	42,318,152	86,219,406
Queens Station				
Queens Plaza [1]	.....	.....	546,491	546,491
Canal Street Connection				
Broadway	1,034,305	1,761,984	1,165,541	2,199,846
Fourth Avenue (Brooklyn) Stations				
Myrtle Avenue (Gold Street). East	939,003	1,744,137	663,192	1,602,195
Myrtle Avenue (Gold Street). West	453,521	783,310	416,631	870,152
De Kalb Avenue	3,331,393	5,900,458	3,393,799	6,725,192
Pacific Street	5,959,848	10,937,562	4,505,584	10,465,432
Union Street. East	429,769	782,876	371,298	801,067
Union Street. West	620,304	1,144,083	550,864	1,171,168
9th Street. East	553,869	945,532	461,327	1,015,196
9th Street. West	1,318,260	2,402,394	1,146,394	2,464,654
Prospect Avenue. East	389,263	664,511	313,171	702,434
Prospect Avenue. West	894,704	1,633,636	841,059	1,735,763
25th Street. East	198,255	351,262	165,344	363,509
25th Street. West	538,570	1,013,126	459,517	998,087
36th Street	2,053,317	3,800,471	1,874,862	3,928,179
45th Street	1,519,834	2,797,827	1,411,185	2,931,019
53d Street	1,527,180	2,818,518	1,482,802	3,009,982
59th Street	2,263,956	4,370,212	2,037,861	4,301,817
Bay Ridge Avenue	1,381,498	2,548,174	1,293,753	2,675,251
77th Street	1,141,954	2,170,610	1,039,741	2,181,695
86th Street. West	760,199	1,370,273	754,556	1,514,755
Total	26,274,697	48,178,972	23,182,940	49,457,637
St. Felix Street and Flatbush Avenue Connection				
Atlantic Avenue [1]	.....	.....	434,895	434,895
Seventh Avenue [1]	.....	.....	390,122	390,122
Total	.....	.....	825,017	825,017

[1] Opened Aug. 1, 1920.

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TABLE IX. Traffic statistics: Subway and elevated station records, by half years and years, 1920 — Concluded

(C) Fares collected at Brooklyn Rapid Transit elevated-subway division stations—Concluded

LINES AND STATIONS	Six months January–June	Year ended June 30, 1920	Six months July–December	Year ended December 31, 1920
CITY-OWNED LINES — *Concluded*				
BROADWAY-FOURTH AVENUE LINE — *Concluded*				
New Utrecht Avenue Line				
9th Avenue	660,665	1,188,182	621,546	1,282,211
Fort Hamilton Parkway	1,054,512	1,999,227	1,023,124	2,077,636
50th Street	818,494	1,516,797	772,299	1,590,793
55th Street	721,989	1,316,751	717,325	1,439,314
62d Street [2]	176,097	323,086	185,332	361,429
71st Street	768,101	1,434,376	769,473	1,537,574
79th Street	579,663	1,108,619	577,705	1,157,368
18th Avenue	998,171	1,745,998	997,283	1,995,454
20th Avenue	584,758	1,076,328	594,311	1,179,069
Bay Parkway	637,359	1,161,548	664,818	1,302,177
25th Avenue [3]	107,665	208,747	89,665	197,330
Bay 50th Street [3]	162,112	362,568	111,265	273,377
Total	7,269,586	13,442,227	7,124,146	14,393,732
Montague Street Tunnel Line				
Court Street [1]	.....	.....	817,635	817,635
Total, stations on city-owned lines	101,514,197	184,591,976	94,852,631	196,366,828
Grand total, all stations	200,956,008	375,282,929	190,911,215	391,867,223
Additions				
Conductors' collections (excl. Rockaway Beach div.)	622,467	1,283,963	792,137	1,414,604
Office ticket sales-cash (station record P. 1)	865,567	1,561,234	536,211	1,401,778
Office ticket sales-credit (station record Exp. Table)	3,262	5,909	1,075	4,337
Miscellaneous adjustments [4]	D 11,918	D 6,274	D 25,573	D 37,491
Total additions	1,479,378	2,844,832	1,303,850	2,783,228
Gross total collections	202,435,386	378,127,761	192,215,065	394,650,451
Deductions				
Tickets collected by trainmen (duplicated above)	172,471	466,016	6,907	179,378
Payments to other B. R. T. system companies (5-cent fares)	385,113	879,110	307,077	692,190
Total deductions	557,584	1,345,126	313,984	871,568
Net total, N. Y. Consolidated	201,877,802	376,782,635	191,901,081	393,778,883
Average per day	1,109,219	1,029,461	1,042,941	1,075,899
Number of Sundays included	26	52	26	52
Average, counting Sunday one-half day	1,194,543	1,108,184	1,122,229	1,158,173

[1] Opened Aug. 1, 1920.
[2] For one entrance only. Other entrances are included under New Utrecht Avenue station of the Sea Beach line.
[3] Opened May 1, 1920.
[4] Net figures of "over and short adjustments" and "miscellaneous petty cash adjustments."

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TABLE IX. Traffic statistics: Subway and elevated station records, 1920—Continued

(D) Ticket sales of typical months of the Hudson and Manhattan — aggregate for New Jersey and by stations for New York City.

NOTE.— Passengers between New York and New Jersey via the Christopher street tunnels pay a supplementary two-cent fare. All the traffic represented by the italic figures is therefore included in the figures printed in roman type, but not always in the figure just above, since the number of two-cent tickets sold on the Sixth Avenue branch represents not only southbound passengers but also some northbound. In April, 1920, the company changed its method of reporting ticket sales. Theretofore the distribution among stations was estimated; thereafter the company reported actual traffic by stations.

STATIONS	July, 1919	November, 1919	March, 1920	June, 1920	September, 1920	December, 1920
Hudson Terminal:						
5¢	1,396,198	1,538,671	1,807,081	54,543	70,215	41,530
6¢	.....	.....	.....	1,421,830	1,396,830	1,727,042
6.67¢	909,361	949,553	971,194	.....	.....	.....
8.67¢	.....	.....	.....	760,883	.....	.....
7.2¢	.....	.....	.....	.....	722,378	764,811
Christopher Street:						
5¢	73,912	94,482	120,975	18,030	16,590	24,180
2¢	*147,038*	*181,039*	*220,875*	.....	.....	.....
6.67¢	.....	.....	.....	58,812	.....	.....
10¢	.....	.....	.....	10,241	58,682	72,256
9.2¢	.....	.....	.....	.....	10,330	10,572
9th Street:						
5¢	81,490	105,495	122,976	604	633	1,309
2¢	*130,995*	*179,542*	*206,942*	.....	.....	.....
6.67¢	.....	.....	.....	72,722	.....	.....
10¢	.....	.....	.....	15,011	73,178	95,189
9.2¢	.....	.....	.....	.....	15,975	17,862
14th Street:						
5¢	138,693	173,598	196,485	2,622	2,189	5,459
2¢	*299,623*	*368,657*	*410,288*	.....	.....	.....
6.67¢	.....	.....	.....	128,181	.....	.....
10¢	.....	.....	.....	21,057	125,032	172,036
9.2¢	.....	.....	.....	.....	20,249	22,885
19th Street						
5¢	79,250	95,108	106,683	1,999	1,731	2,754
2¢	*181,647*	*219,688*	*244,779*	.....	.....	.....
6.67¢	.....	.....	.....	70,918	.....	.....
10¢	.....	.....	.....	10,801	73,086	86,374
9.2¢	.....	.....	.....	.....	10,735	12,043
23d Street:						
5¢	127,443	141,148	175,977	534	441	743
2¢	*288,590*	*322,955*	*398,435*	.....	.....	.....
6.67¢	.....	.....	.....	125,193	.....	.....
10¢	.....	.....	.....	23,380	121,897	146,109
9.2¢	.....	.....	.....	.....	21,261	28,570
28th Street:						
5¢	78,270	85,498	102,431	84	55	108
2¢	*187,607*	*209,824*	*248,617*	.....	.....	.....
6.67¢	.....	.....	.....	68,249	.....	.....
10¢	.....	.....	.....	12,852	68,870	87,568
9.2¢	.....	.....	.....	.....	13,560	17,151
33d Street:						
5¢	529,349	664,242	730,395	.....	.....	.....
2¢	*1,179,061*	*1,452,759*	*1,567,600*	.....	.....	.....
6.67¢	.....	.....	.....	532,713	.....	.....
10¢	.....	.....	.....	82,865	549,338	716,062
9.2¢	.....	.....	.....	.....	117,362	141,830
Stations in New Jersey	*3,754,180*	*4,298,741*	*4,769,943*	*3,791,789*	*3,821,402*	*4,491,584*
5¢	2,833,296	3,338,868	3,802,520	120,665	138,477	150,664
6¢	.....	.....	.....	1,878,192	1,876,346	2,191,913
6.67¢	920,884	959,873	967,423	857,729	.....	.....
8.67¢	.....	.....	.....	758,995	.....	.....
10¢	.....	.....	.....	176,208	879,816	1,134,669
7.2¢	.....	.....	.....	.....	717,291	763,424
9.2¢	.....	.....	.....	.....	209,472	250,914

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TABLE IX. Traffic statistics: Subway and elevated station records, 1920—Concluded

STATIONS	July, 1919	November, 1919	March, 1920	June, 1920	September, 1920	December, 1920
Total	7,223,146	8,176,536	9,104,140	7,285,913	7,312,019	8,686,027
5¢	[1] 5,392,901	[2] 6,267,110	7,165,523	199,081	230,331	226,747
2¢	[3] *2,439,561*	*2,934,464*	*3,297,536*	.....	.....	.....
6¢	.....	.....	.....	3,300,022	3,273,176	3,918,955
6.67¢	1,830,245	1,909,426	1,938,617	1,914,517	.....	.....
8.67¢	.....	.....	.....	1,519,878	.....	.....
10¢	.....	.....	.....	352,415	1,949,899	2,510,263
7.2¢	.....	.....	.....	.....	1,439,669	1,528,235
9.2¢	.....	.....	.....	.....	418,944	501,827

[1] Includes 55,000 sales of treasurer.
[2] Includes 30,000 sales of treasurer.
[3] Includes 25,000 sales of treasurer.

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TABLE X. CASUALTIES, 1920: PERSONS

Operating Street Railways	Fatalities[1] Total	Thereof among Passengers	Thereof among Employees
Rapid Transit			
Interborough Rapid Transit	46	30	17
New York Consolidated, Receiver	26	15	9
Hudson & Manhattan	2	.....	2
First P. S. C. District	1	.....	1
Outside First District	1	.....	1
Total	76	45	28
Manhattan and Bronx Surface			
Third Avenue	5	.....	1
Belt Line	1	.....	.....
Dry Dock, E. B'way & Battery	.....	.....	1
42d St., Manh. & St. N. Ave	3	.....	.....
Mid-Crosstown (*to Aug. 9, 1919*)	.....	.....	1
New York City Interborough	3	.....	.....
Pelham Pk. & C. I. (*to Aug. 9, 1919*)	1	.....	.....
Southern Boulevard	.....	.....	1
Union	6	1	.....
Westchester Electric	2	.....	.....
First P. S. C. District	.....	.....	.....
Outside First District	2	.....	.....
Third Ave. system in city	21	1	4
Brooklyn & North River (*to Oct. 5, 1919*)	.....	.....	.....
Second Avenue, Receiver	1	1	.....
New York Railways, Receiver	17	.....	2
Eighth Avenue (*from Aug. 1, 1919*)	3	.....	2
Ninth Avenue (*from Oct. 1, 1919*)	.....	.....	.....
N. Y. & Harlem (*from Feb. 1, 1920*)	1	.....	1
Total	43	2	9
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, 1919*)	8	2	3
Brooklyn Heights, Receiver	6	2	.....
Bridge Operating[4]	.....	.....	.....
Bklyn., Queens Co. & Sub., Receiver	.....	.....	.....
Coney Island & Bklyn., Receiver	6	3	.....
Coney Island & Gravesend	.....	.....	.....
Nassau Electric, Receiver	10	.....	2
South Brooklyn	3	.....	1
Transit Development Co	4	.....	4
Brooklyn Rapid Transit surface	37	7	10
Manhattan Bridge 3-Cent Line	.....	.....	.....
Van Brunt St. & Erie Basin	.....	.....	.....
Other Brooklyn surface	.....	.....	.....
New York & Queens County	6	.....	.....
Long Island Electric	.....	.....	.....
First P. S. C. District	.....	.....	.....
Outside First District	.....	.....	.....
New York & Long Island	2	.....	.....
First P. S. C. District	1	.....	.....
Outside First District	1	.....	.....
Ocean Electric	.....	.....	.....
N. Y. & North Shore (*to May 3, 1920*)	2	1	.....
First P. S. C. District	.....	.....	.....
Outside First District	2	1	.....
Manhattan & Queens, Receivers	1	.....	.....
Other Queens surface	11	1	.....
Total	48	8	10
Richmond Surface			
Richmond Light & R. R., Receiver	1	.....	.....
Staten Island Midland, Receiver	N. R.	N. R.	N. R.
Southfield Beach	.....	.....	.....
Total	1	.....	.....
Total, street-surface lines	92	10	19
Grand total	168	55	47

NOTE.— Includes passengers, employees and others. Companies omitted report "None."

[1] Includes deaths occurring within ten days after and resulting from accident.

[2] Includes contusions, dislocations, lacerations, loss of an eye, burns resulting in destruction of skin, asphyxiation, fractures, internal injuries and all injuries resulting in death subsequently to three days after accident.

KILLED OR INJURED AND EXTENT OF INJURY

Serious Injuries[2]							Total fatalities and serious injuries	Minor injuries[2]	Total fatalities and injuries
Fractured skull	Amputated limb	Broken limb	Other serious injury	Total	Thereof among: Passengers	Thereof among: Employees			
16	.....	46	31	93	58	32	141	11,412	11,553
7	1	9	15	32	23	7	58	774	832
.....	.....	7	80	87	69	18	89	160	249
.....	.....	5	26	31	28	3	32	94	126
.....	.....	2	54	56	41	15	57	66	123
23	1	62	126	212	150	57	288	12,346	12,634
4	1	11	64	80	16	10	95	912	997
1	.....	1	9	11	1	3	12	101	113
1	1	2	26	30	2	1	30	269	299
4	.....	8	19	31	3	7	34	358	392
.....	.....	.....	1	1	1	.....	1	6	7
.....	.....	5	10	15	5	1	18	271	289
.....	.....	.....	.....	.....	.....	.....	1	.....	1
.....	.....	.....	10	10	7	.....	10	267	277
3	3	12	84	102	39	12	108	1,589	1,697
.....	.....	.....	12	12	5	2	14	265	279
.....	.....	.....	1	1	1	.....	1	57	58
.....	.....	.....	11	11	4	2	13	208	221
13	5	39	235	292	80	36	313	4,038	4,351
.....	.....	.....	.....	.....	.....	.....	.....	27	27
.....	.....	6	83	89	34	11	90	199	289
5	1	30	81	117	37	18	134	3,724	3,858
1	1	1	6	9	2	5	12	174	186
.....	.....	.....	.....	.....	.....	.....	.....	63	63
.....	.....	4	4	8	1	7	9	127	136
19	7	89	409	515	154	77	558	8,343	8,901
8	.....	14	25	47	19	5	55	1,705	1,760
4	1	12	3	20	7	2	26	1,299	1,325
.....	.....	.....	.....	.....	.....	.....	.....	63	63
1	1	.....	5	7	2	.....	7	420	427
4	1	6	4	15	6	.....	21	638	659
.....	.....	.....	2	2	2	.....	2	23	25
11	2	23	29	65	21	5	75	2,193	2,268
1	.....	3	1	5	.....	2	8	62	70
1	.....	.....	3	4	.....	4	8	705	713
30	5	58	72	165	48	18	202	7,108	7,310
1	.....	.....	.....	1	1	.....	1	2	3
.....	.....	.....	.....	.....	.....	.....	.....	47	47
1	.....	.....	.....	1	1	.....	1	49	50
1	.....	6	24	31	17	2	37	634	671
1	.....	1	5	7	3	1	7	104	111
1	.....	1	5	7	3	1	7	94	101
.....	.....	.....	.....	.....	.....	.....	.....	10	10
.....	.....	1	9	10	1	1	12	196	208
.....	.....	.....	9	9	1	.....	10	70	80
.....	.....	1	.....	1	.....	1	2	126	128
.....	.....	.....	.....	.....	.....	.....	.....	72	72
.....	.....	.....	.....	.....	.....	.....	2	2	4
.....	.....	.....	.....	.....	.....	.....	.....	1	1
.....	.....	.....	.....	.....	.....	.....	2	1	3
.....	.....	1	38	39	6	4	40	56	96
2	.....	9	76	87	27	8	98	1,064	1,162
33	5	67	148	253	76	26	301	8,221	8,522
.....	.....	1	2	3	3	.....	4	44	48
N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.
.....	.....	.....	1	1	.....	.....	1	.....	1
.....	.....	1	3	4	3	.....	5	44	49
52	12	148	560	772	233	103	864	16,608	17,472
75	13	210	686	984	383	160	1,152	28,954	30,106

[2] Includes scratches, slight cuts, sprains, burns causing only redness of skin and other injuries not requiring the services of a physician.

[4] See note 10 on first double page of Table XIV, A.

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TABLE XI. CLAIMS ON ACCOUNT OF

Operating Street Railways	Active within the Year		
	Pending at beginning of year	Brought during year	Total
Rapid Transit			
Interborough Rapid Transit	1,143	1,055	2,198
New York Consolidated, Receiver	1,187	412	1,599
Hudson & Manhattan	[1] 26	24	50
Total	2,356	1,491	3,847
Manhattan and Bronx Surface			
Third Avenue	377	290	667
Belt Line	68	37	105
Dry Dock, E. B'way & B	93	69	162
42d St., Manh. & St. N. Ave	99	76	175
Mid-Crosstown (*to Aug. 9, 1919*)	13	5	18
New York City Interborough	[2] 119	60	179
Pelham Park & City Island (*to Aug. 9, 1919*)	3	.....	3
Southern Boulevard	[2] 63	28	91
Union	[2] 466	287	753
Westchester Electric	68	28	96
3d Ave. system in city	*1,369*	*880*	*2,249*
Brooklyn & North River (*to Oct. 5, 1919*)	33	8	41
Second Avenue, Receiver	[3] 168	98	266
New York Railways	2,248	31	2,279
New York Railways, Receiver	170	1,096	1,266
Eighth Avenue (*from Aug. 1, 1919*)	.....	84	84
Ninth Avenue (*from Oct. 1, 1919*)	.....	40	40
N. Y. & Harlem (*from Feb. 1, 1920*)	.....	20	20
Total	3,988	2,257	6,245
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, 1919*)	.....	230	230
Brooklyn Heights, Receiver	3,860	356	4,216
Bridge Operating [4]	3	.....	3
Brooklyn, Queens Co. & Sub., Receiver	558	64	622
Coney Island & Brooklyn, Receiver	496	130	626
Coney Island & Gravesend	42	8	50
Nassau Electric, Receiver	1,696	394	2,090
South Brooklyn	87	29	116
Transit Development Co	144	40	184
Brooklyn Rapid Transit surface	*6,886*	*1,251*	*8,137*
Manhattan Bridge 3-Cent Line	9	1	10
Van Brunt St. & Erie Basin	.....	13	13
Other Brooklyn surface	*9*	*14*	*23*
New York & Queens County	29	29	58
Long Island Electric	8	5	13
New York & Long Island	21	17	38
Ocean Electric	[5] 11	29	40
New York & North Shore (*to May 3, 1920*)	19	2	21
Manhattan & Queens, Receivers	19	21	40
Other Queens surface	*107*	*103*	*210*
Total	7,002	1,368	8,370
Richmond Surface			
Richmond Light & R. R., Receiver	88	55	143
Staten Island Midland, Receiver	[6] N. R.	N. R.	N. R.
Southfield Beach	2	2	4
Total [7]	90	57	147
Total, street-surface lines [7]	11,080	3,682	14,762
Grand total [7]	[8] 13,436	5,173	18,609

NOTE.— Companies omitted report "None."

[1] Increase of 1 over figure at close of 1919.

[2] Increases in figures reported at close of 1919 due to adjustment of 1919 figures, as follows: N. Y. C. Interborough, 56; Southern Boulevard, 18, and Union, 75.

[3] Not reported at close of 1919.

[4] See note 10 on first double page of Table XIV, A.

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INJURIES, 1920: (A) Damage suits

Release obtained without payment to claimant	Settled before trial by payment to claimant	Disposed of during the Year					Pending at close of year
		Judgment rendered	Case dismissed	Claim outlawed	Claim otherwise disposed of	Total	
.....	571	58	324	.....	208	590	1,037
.....	113	151	11	.....	123	285	1,201
.....	15	6	2	.....	.....	8	27
.....	699	215	337	.....	331	883	2,265
.....	85	7	109	.....	71	187	395
.....	24	2	14	.....	10	26	55
.....	30	5	17	.....	7	29	103
.....	37	7	32	.....	21	60	78
.....	.....	.....	.....	.....	.....	.....	18
.....	43	7	21	.....	5	33	103
.....	.....	.....	.....	.....	1	1	2
.....	11	1	4	.....	5	10	70
.....	132	36	40	.....	21	97	524
.....	11	4	16	.....	7	27	58
.....	*373*	*69*	*253*	.....	*148*	*470*	*1,406*
.....	10	.....	.....	.....	6	6	25
.....	38	10	50	3	36	99	129
.....	.....	14	.....	.....	1,722	1,736	543
.....	392	42	.....	.....	160	202	672
.....	16	4	5	.....	8	17	51
.....	2	.....	2	.....	3	5	33
.....	3	.....	.....	.....	.....	.....	17
.....	834	139	310	3	2,083	2,535	2,876
.....	25	10	1	.....	16	27	178
.....	21	50	10	.....	100	160	4,035
.....	.....	.....	.....	.....	.....	.....	3
.....	7	14	2	.....	15	31	584
.....	19	7	3	.....	40	50	557
.....	7	2	.....	.....	5	7	36
.....	62	37	12	.....	89	138	1,890
.....	13	2	1	.....	9	12	21
.....	1	.....	.....	.....	53	53	130
.....	*155*	*122*	*29*	.....	*327*	*478*	*7,504*
.....	2	.....	.....	.....	.....	.....	8
.....	1	1	.....	.....	.....	1	11
.....	*3*	*1*	.....	.....	.....	*1*	*19*
.....	22	.....	2	.....	6	8	28
.....	5	1	.....	.....	.....	1	7
.....	17	.....	.....	.....	10	10	11
.....	13	.....	.....	.....	5	5	22
.....	.....	.....	.....	.....	.....	.....	21
.....	5	1	1	.....	.....	2	33
.....	*62*	*2*	*3*	.....	*21*	*26*	*122*
.....	220	125	32	.....	348	505	7,645
.....	26	.....	.....	.....	11	11	106
N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.
.....	2	.....	.....	.....	.....	.....	2
.....	28	.....	.....	.....	11	11	108
.....	1,082	264	342	3	2,442	3,051	10,629
.....	1,781	479	679	3	2,773	3,934	12,894

[5] Includes 1 judgment rendered in 1919 but on appeal, not included with Suits pending at close of 1919.
[6] Reported as 56 at close of 1919.
[7] Exclusive of Staten Island Midland.
[8] See notes 1, 2, 3, 5 and 6 above.

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TABLE XI. Claims on account of injuries, 1920:

Operating Street Railways	Claims Settled (Release before Suit)	
	Number	Amount
Interborough Rapid Transit	*3,476*	*$288,464 07*
July, 1919–June, 1920	3,156	267,253 40
July, 1918–June, 1919	314	20,270 67
July, 1917–June, 1918	3	240 00
July, 1916–June, 1917	3	700 00
July, 1915–June, 1916	.....	.....
Prior to July, 1915	.....	.....
New York Consolidated, Receiver	*1,429*	*75,750 02*
July, 1919–June, 1920	1,142	59,076 86
July, 1918–June, 1919	287	20,241 24
July, 1917–June, 1918	——	[1] Cr 3,590 52
July, 1916–June, 1917	——	[2] 22 44
Hudson & Manhattan — 1st P. S. C. District	*70*	*7,769 13*
Hudson & Manhattan — Outside 1st District	*98*	*5,952 85*
July, 1919–June, 1920 — 1st P. S. C. District	62	6,772 73
July, 1919–June, 1920 — Outside 1st District	92	4,465 75
July, 1918–June, 1919 — 1st P. S. C. District	8	996 40
July, 1918–June, 1919 — Outside 1st District	6	1,487 10
July, 1917–June, 1918 — 1st P. S. C. District	.....	.....
July, 1915–June, 1916 — 1st P. S. C. District	.....	.....
Third Avenue system	*2,621*	*209,046 63*
July, 1919–June, 1920	2,151	172,168 11
July, 1918–June, 1919	414	32,051 02
July, 1917–June, 1918	36	3,921 64
July, 1916–June, 1917	8	678 90
July, 1915–June, 1916	.....	.....
Prior to July, 1915	12	226 96
New York Railways, Receiver, and former lessors [3]	*1,959*	*197,130 47*
July, 1919–June, 1920	1,618	131,611 98
July, 1918–June, 1919 [4]	[5] 335	[5] 53,405 25
July, 1917–June, 1918 [4]	1	[7] 7,159 08
July, 1916–June, 1917 [4]	1	[7] 2,852 88
July, 1915–June, 1916 [4]	1	926 41
Prior to July, 1915 [4]	3	[7] 1,174 87
Other Manhattan surface	*36*	*1,221 66*
July, 1919–June, 1920	24	935 16
July, 1918–June, 1919	11	276 50
July, 1917–June, 1918	1	10 00
July, 1916–June, 1917	.....	.....
July, 1915–June, 1916	.....	.....
Prior to July, 1915	.....	.....
Brooklyn Rapid Transit surface	*3,548*	*[8] 271,034 79*
July, 1919–June, 1920	3,313	[8] 220,896 48
July, 1918–June, 1919	228	[8] 28,025 39
July, 1917–June, 1918	5	[8] 25,732 96
July, 1916–June, 1917	2	[8] 1,342 19
July, 1915–June, 1916	.....	[8, 10] Cr 2,766 58
Prior to July, 1915	.....	[8, 10] Cr 2,195 65
Other Brooklyn surface	*41*	*1,114 75*
July, 1919–June, 1920	41	1,114 75
July, 1918–June, 1919	.....	.....
Queens surface	*1,136*	*70,353 69*
July, 1919–June, 1920	1,030	59,842 25
July, 1918–June, 1919	103	9,526 52
July, 1917–June, 1918	2	805 00
July, 1916–June, 1917	.....	.....
July, 1915–June, 1916	1	179 92
Richmond surface	*183*	*10,662 96*
July, 1919–June, 1920	156	8,925 87
July, 1918–June, 1919	25	1,617 09
July, 1917–June, 1918	2	120 00
Grand total	*14,597*	*1,138,501 02*
July, 1919–June, 1920	12,785	933,063 34
July, 1918–June, 1919	1,731	167,897 18
July, 1917–June, 1918	50	34,398 16
July, 1916–June, 1917	14	5,596 41
July, 1915–June, 1916	2	Cr 1,660 25
Prior to July, 1915	15	Cr 793 82

[1] Consists of Cr. $3,599.36, unexpended balance, and $8.84, additional payments on settlements previously reported.

[2] Represents additional payments on settlements previously reported.

[3] *I. e.*, New York & Harlem, Eighth Avenue and Ninth Avenue.

[4] Suits compromised excludes a deduction of 2 suits, $2,500.00 and Judgments paid excludes a deduction of 1 judgment, $6,118.00 for "adjustments of amounts shown in (N. Y. Railways) report for year ended June 30, 1919, account of cancellation of Audited Vouchers Unpaid."

[5] Entirely N. Y. Railways, Receiver, except 1 claim settled, $2,596.80, and $4,554.01 additional payment on claims previously reported, for N. Y. Railways Estate account.

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(B) Settlements according to period of accident

Suits Compromised		Judgments Paid		Total Settlements	
Number	Amount	Number	Amount	Number	Amount
571	$166,150 00	58	$61,346 04	4,106	$515,960 11
202	33,313 00	27	5,938 35	3,385	306,504 75
226	75,198 15	14	6,622 18	554	102,091 00
90	37,018 85	11	13,335 04	104	50,588 89
46	16,375 00	5	12 285 75	54	29,360 75
4	2,575 00	1	23,164 72	5	25,739 72
3	1,675 00	.....	.....	3	1,675 00
113	18,401 50	12	11,292 25	1,554	105,443 77
67	7 925 00	3	6,708 52	1,212	73,710 38
46	10,476 50	9	4,583 73	342	35,301 47
.....	.....	.....	.....	——	[1] Cr 3,590 52
.....	.....	.....	.....	——	[2] 22 44
7	4,037 50	.....	.....	77	11,806 63
8	,892 50	1	1,063 12	107	8,908 47
1	20 00	.....	.....	63	6,792 73
4	850 00	.....	.....	96	5,3 5 75
2	692 50	.....	.....	10	1,688 90
4	1,042 50	1	1,063 12	11	3,592 72
3	3,100 00	.....	.....	3	3,100 00
1	225 00	.....	.....	1	225 00
375	176,873 00	73	117,925 28	3,069	503,844 91
120	42,907 50	16	7,340 93	2,287	222,416 54
145	58,815 00	29	28,493 60	588	119,359 62
77	51,032 50	18	17,086 57	131	72,040 71
22	17,543 00	7	51,293 11	37	69,515 01
10	6,175 00	2	8,755 07	12	14,930 07
1	400 00	1	4,956 00	14	5,582 96
[4] 365	[4] 75,533 81	[4] 40	[4] 14,787 45	[4] 2,364	[4] 287,451 73
225	33,815 46	23	6,202 81	1,866	171,630 25
140	41,718 35	17	8,584 64	[5] 492	[5] 103,708 24
(4)	(4)	.....	.....	[4] 1	[4, 7] 7,159 08
.....	.....	(4)	(4)	[4] 1	[4, 7] 2,852 88
.....	.....	.....	.....	1	926 41
.....	.....	.....	.....	3	[7] 1,174 87
48	5,287 00	3	[6] 15,657 08	87	22,165 74
11	364 00	.....	.....	35	1,299 16
8	1,258 00	.....	.....	19	1,534 50
20	3,080 00	1	13,294 40	22	16,384 40
8	550 00	1	60 16	9	610 16
.....	.....	.....	.....	.....	.....
1	35 00	1	2,302 52	2	2,337 52
157	[9] 62,058 01	30	49,680 27	3,735	[9] 382,773 07
122	49,032 93	15	15,243 98	3,450	285,173 39
28	6,325 00	10	9,280 95	266	[9] 43,631 34
3	[9] 1,175 08	3	11,739 44	11	[9] 38,647 48
3	[9] 5,500 00	2	13,415 90	7	[9] 20,258 09
1	25 00	.....	.....	1	[9, 10] Cr 2,741 58
.....	.....	.....	.....	.....	[9, 11] Cr 2,195 65
3	268 40	1	520 00	46	1,903 15
1	58 40	1	520 00	43	1,693 15
2	210 00	.....	.....	2	210 00
68	48,320 00	.....	.....	1,199	113,673 69
27	17,095 00	.....	.....	1,067	76,937 25
28	16,525 00	.....	.....	131	26,051 52
7	7,550 00	.....	.....	9	8,355 00
.....	.....	.....	.....	.....	.....
1	2,150 00	.....	.....	2	2,329 92
27	6,518 25	1	5,201 05	211	22,382 26
15	3,700 00	1	5,201 05	172	17,826 92
6	928 25	.....	.....	31	2,545 34
6	1,890 00	.....	.....	8	2,019 00
1,737	560,889 97	219	277,472 54	16,563	1,976,3'3 53
795	189,081 29	86	47,155 64	13,666	1,169,300 27
635	213,189 25	80	58,628 22	2,446	439,714 65
206	104,841 43	33	55,455 45	289	194,695 04
79	39,968 00	15	77,054 92	108	122,619 33
17	11,150 00	3	31,919 79	22	41,409 54
5	2,110 00	2	7,258 52	22	8,574 70

[4] Entirely Estate account of N. Y. Railways.
[7] Additional payments on settlements previously reported are included as follows: 1918, $4,754.67; 1917, $717.64 and prior to 1916, $66.60.
[8] Includes $2,362.68, which represents 7 per cent in 2 cases.
[9] Includes additional payments on settlements previously reported, as follows: Claims settled, 1919, $8,236.68; 1918, $11,427.98; 1917, $1,242.19; 1916, $359.84, and prior to 1916, $424.58; suits compromised, 1918, $600.08, and 1917, $1,500.00.
[10] Includes Cr. $3,126.42, unexpended balances.
[11] Includes Cr. $2,620.23, unexpended balances.

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TABLE XII. EMPLOYEES AND WAGES: (A) Number of officers

Operating Street Railways	General Office				
	Officers	Clerical		Others	Total
		Men	Women		
Rapid Transit [2]					
Interborough Rapid Transit	[3] 8	635	131	[3] 242	1,016
Hudson & Manhattan	26	52	13	7	98
Total [2]	34	687	144	249	1,114
Manhattan and Bronx Surface					
Third Avenue system [4,5]	21	111	48	60	240
Brooklyn & North River (*to Oct. 5, '19*)	1	.....	.....	.....	1
Second Avenue, Receiver	5	7	3	4	19
New York Railways, Receiver	(6) 11	92	26	88	217
Eighth Avenue	14	19	4	.....	37
Ninth Avenue	14	13	4	.....	31
N. Y. & Harlem	15	8	2	4	29
Total	81	250	87	156	574
Brooklyn and Queens					
Brooklyn City	[7] 6	24	1	26	57
Brooklyn Rapid Transit:					
Elevated-subway	.....	.....	.....	.....	.....
Surface	.....	.....	.....	.....	.....
General	18	271	133	366	788
Total, Bklyn Rapid Transit [10]	*24*	*295*	*134*	*392*	*84*
Bush Terminal	(11)	(11)	(11)	(11)	(11)
Manhattan Bridge 3-Cent Line	3	1	1	1	6
Marine	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	3	.....	1	.....	4
Total, Brooklyn	*30*	*296*	*136*	*393*	*855*
New York & Queens County [14]	[15] 2	[16] 12	[17] 12	3	29
Long Island Electric [14]	[19] 3	[17] 4	[17] 10	1	18
New York & Long Island [14]	(20)	[17] 1	[17] 10	1	12
Ocean Electric	1	.....	.....	.....	1
New York & North Shore (*to May 3, '20*)	2	1	.....	1	4
Manhattan & Queens, Receivers	6	.....	3	.....	9
Total, Queens	*14*	*18*	*35*	*6*	*73*
Total	44	314	171	399	928
Richmond Companies	6	5	17	7	35
Grand total, excluding Yonkers and Hastings companies	164	1,254	419	811	2,648
Grand total, incl. Yonkers and Hastings	165	1,256	419	811	2,651

NOTE.— No segregation of maintenance of way and structures employees is made. For the most part linemen are included under Power, and trackmen under Transportation — Others.

[1] Except Brooklyn & North River and New York & North Shore, which show figures for close of period of operation.

[2] New York Consolidated is included under B. R. T. (Brooklyn and Queens).

[3] Included with other general office employees are officials, heads of departments, etc., 143.

[4] Consists of Third Avenue, Dry Dock, 42d St., Manh. & St. N., Belt Line, Mid-Crosstown (operation discontinued Aug. 9, 1919), N. Y. City Interborough, Pelham Park & City Island (operation discontinued Aug. 9, 1919), Southern Boulevard, Union, and Westchester Electric; also Yonkers R. R. and Hastings Ry., two Second District companies.

[5] Includes 237 employees of the Yonkers and Hastings railroads as follows: Officers, 1; clerks (men), 2; conductors, 83; motormen, 87; other transportation, 38; car houses and shops, 26.

[6] Excludes 8 officers who hold offices in the Interborough Rapid Transit Co.

[7] Average number for the 35 5-7 weeks from Oct. 19, 1919, to June 24, 1920.

[8] Includes 42 student motormen.

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TABLE XII. Employees and wages: (B) Distribution of
§ 1. By

Operating Street Railways	Street Railway		
	Maintenance of way and structures	Maintenance of equipment	Operation of electric power plant
Rapid Transit[1]			
Interborough Rapid Transit	$2,690,152 03	$2,776,896 98	$1,276,559 86
Hudson & Manhattan[3]	276,782 06	273,440 64	313,999 93
Total[1]	$2,966,934 09	$3,050,337 62	$1,590,559 79
Manhattan and Bronx Surface			
Third Avenue system[4,5]	$653,499 60	$697,649 85	$351,209 29
Brooklyn & North River (*to Oct. 5, '19*)	.....	.....	.....
Second Avenue, Receiver	86,856 82	56,905 92	.....
New York Railways, Receiver	787,625 56	745,826 51	98,704 42
Eighth Avenue (*from Aug. 1, '19*)	86,282 38	6,559 49	.....
Ninth Avenue (*from Oct. 1, '19*)	3,722 59	671 45	.....
N. Y. & Harlem (*from Feb. 1, '20*)	67,903 12	38,573 49	146 66
Total	$1,685,890 07	$1,546,186 62	$450,060 37
Brooklyn and Queens			
Brooklyn City (*from Oct. 19, '19*)	$1,488 34	.....	.....
Brooklyn Rapid Transit[1]	2,052,212 63	$4,087,055 30	$928,246 67
Bush Terminal	(12)	(12)	(12)
Manhattan Bridge 3-Cent Line	5,192 59	6,539 70	.....
Marine	.....	892 98	.....
Van Brunt St. & Erie Basin	.....	.....	.....
Total Brooklyn	*2,058,893 56*	*4,094,487 98*	*928,246 67*
New York & Queens County	109,561 57	124,326 78	16,695 64
Long Island Electric	27,523 20	18,027 69	3,048 80
New York & Long Island	35,468 58	17,223 04	21,830 08
Ocean Electric	6,467 00	16,983 67	4,687 41
New York & North Shore (*to May 3, '20*)	8,228 19	10,386 48	13,630 90
Manhattan & Queens, Receivers	6,455 22	19,155 36	.....
Total Queens	*193,705 76*	*206,105 02*	*59,892 83*
Total	$2,252,597 32	$4,300,591 00	$988,139 50
Richmond Surface[15]			
Richmond Light & R. R., Receiver; Staten Island Midland, Receiver	$75,807 23	$155,743 10	.....
Southfield Beach[16]	54 00	61 11	.....
Total	$75,861 23	$155,804 21	.....
Grand total, excluding Yonkers R. R.	$6,952,873 02	$9,037,804 16	$3,020,104 86
Grand total, including Yonkers R. R.	6,981,282 71	9,052,919 45	3,028,759 66

[1] New York Consolidated included under B. R. T.
[2] Collection account, $112,225.62; Suspense items, $211,730.33; Investment real estate, $2,444.48; Manhattan Ry. Co., $4,590.45; Elevated extension real estate, $1,185.61; R. C. Rathbone & Son, $63,917.95.
[3] See note 2 on § 2 of this division.
[4] See note 4 on Div. A of this table.
[5] The total compensation paid by the Yonkers R. R. Co. was $457,006.74, distributed as follows: Maintenance of way and structures, $28,409.69; maintenance of equipment, $15,115.29; power, $8,654.80; operation of cars, $397,598.76; injuries to persons and property, $776.80; other general expenses, $6,451.40.
[6] Includes operation of printing plant, $10,434.71, and suspense, $10.87.
[7] Includes construction in process, $10,580.94.

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TABLE XII. Employees and wages: (B) Distribution of total
§ 2. By classes

OPERATING STREET RAILWAYS

RAPID TRANSIT [1]

Interborough Rapid Transit
Hudson & Manhattan [2]

Total

MANHATTAN AND BRONX SURFACE

Third Avenue system [3]
Brooklyn & North River (*to Oct. 5, '19*)
Second Avenue, Receiver
New York Railways, Receiver
Eighth Avenue (*from Aug. 1, '19*)
Ninth Avenue (*from Oct. 1, '19*)
N. Y. & Harlem (*from Feb. 1, '20*)

Total

BROOKLYN AND QUEENS

Brooklyn City (*from Oct. 19, '19*)
Brooklyn Rapid Transit
Bush Terminal
Manhattan Bridge 3-Cent Line
Marine
Van Brunt St. & Erie Basin
Total Brooklyn
New York & Queens County
Long Island Electric
New York & Long Island
Ocean Electric
New York & North Shore (*to May 3, '20*)
Manhattan & Queens, Receivers
Total Queens

Total

RICHMOND SURFACE [4]

Richmond Light & R. R., Receiver
Staten Island Midland, Receiver
Southfield Beach

Total

Grand total, excluding Yonkers R. R.
Grand total, including Yonkers R. R.

[1] New York Consolidated included under B. R. T.
[2] The total compensation distributed here includes $457,331.22, outside operations, and a portion of $151,859.73, fixed capital and other accounts, which was paid to other than railway labor listed in Div. A of this table.
[3] See note 5 on preceding double page and note 4 on Div. A of this table.
[4] Includes $848.41 charged to maintenance of tracks, representing only one week's wages of

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TABLE XII. Employees and wages: (C) Average hourly
§ 1. Conductors

Operating Street Railways	Rate per Hour (Cents) According to Duration of Service						
	First half-year	Second half-year	Second year	Third year	Fourth year	Fifth year	Sixth year on
Rapid Transit[2]							
Interborough Rapid Transit:							
Conductors	59	59	60	62	62	62	62
Guards	53	53	54	57	57	57	57
Hudson & Manhattan:							
Conductors	56.25	56.25	56.25	56.25	56.25	56.25	56.25
Guards	46	46	46	46	46	46	46
Total[2]	—	—	—	—	—	—	—
Manhattan and Bronx Surface							
Third Avenue System:							
Electric-contact	52	52	54	57	58	59	62
Storage-battery	49	49	52	54	55	57	—
Brooklyn & North River[5]	52	52	54	57	—	59	59
Second Avenue, Receiver	52	—	54	57	58	59	59, 62
New York Railways, Receiver:							
Electric-contact	52	52	54	57	58	59	59, 62
Storage-battery	49	49	52	54	55	57	57
Eighth Avenue[6]	52	52	54	57	58	59	59, 62
Ninth Avenue[6]	52	52	54	57	58	59	59, 62
New York and Harlem[6]	52	52	54	57	58	59	62
Total	—	—	—	—	—	—	—
Brooklyn and Queens Surface							
Brooklyn Rapid Transit system[2]	—	—	—	—	—	—	—
Elevated subway: Conductors	54	54	55	57	57	57	57
Elevated subway: Guards	49	49	50	52	52	52	52
Surface — Conductors	52	52	54	57	62	62	62
Manhattan Bridge 3-Cent Line	52	52	53	54	55	57	57
Marine	—	—	63	—	—	—	—
Van Brunt St. & Erie Basin	52	52	52	52	52	52	52
Other Brooklyn surface	—	—	—	—	—	—	—
New York & Queens County	52	52	54	57	58	59	59, 62
Long Island Electric	52	52	—	57	—	—	59, 62
New York & Long Island	52	52	54	—	58	59	59, 62
Ocean Electric	37½	44	46	48	50	52	52
Manhattan & Queens, Receivers	46	46	48	50	51	52	52
Other Queens surface	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Richmond Companies	50	55	60	60	60	60	60
Total, street-surface lines	—	—	—	—	—	—	—
Grand total	—	—	—	—	—	—	—

NOTE.— Division C does not include the Bush Terminal, which did not report the necessary data. It employed only 3 motormen at the close of the year.

[1] For some companies the number of employees as given in Div. C exceeds the corresponding figure of Div. A, in some cases because the schedule on which the former is based contains the number on the rolls at the close of the year, while that on which the latter is based contains the number who actually worked and received pay during the last week; in others, because apparently the schedule on which Div. A is based merely gives the number working on the last day of the year. The smaller number of Interborough ticket agents and motormen given in Div. C than in Div. A are unexplained.

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TABLE XII. Employees and wages: (C) Average hourly

§ 2

Operating Street Railways	Rate per Hour (Cents) According to Duration of Service						
	First half-year	Second half-year	Second year	Third year	Fourth year	Fifth year	Sixth year on
Rapid Transit[2]							
Interborough Rapid Transit	68	68	73	77	81	86	86
Hudson & Manhattan	70	70	70	70	70	70	70
Total[2]	—	—	—	—	—	—	—
Manhattan and Bronx Surface							
Third Avenue System:							
Electric-contact	52	52	54	57	58	59	62
Storage-battery	49	49	52	54	55	57	—
Brooklyn and North River[3]	—	52	54	57	58	59	59, 62
Second Avenue, Receiver	52	—	54	57	58	59	59, 62
New York Railways, Receiver:							
Electric-contact	52	52	54	57	58	59	59, 62
Storage-battery	49	49	52	54	55	57	57
Eighth Avenue[5]	52	52	54	57	58	59	59, 62
Ninth Avenue[5]	52	52	54	57	58	59	59, 62
New York and Harlem[5]	52	52	54	57	58	59	62
Total	—	—	—	—	—	—	—
Brooklyn and Queens Surface							
Brooklyn Rapid Transit system[2]	—	—	—	—	—	—	—
Elevated-subway	63	63	67	71	75	79	79
Surface	52	52	54	57	62	62	62
Manhattan Bridge 3-Cent Line	52	52	53	54	55	57	57
Marine	—	—	63	—	—	—	—
Van Brunt St. & Erie Basin	—	52	52	52	52	52	52
Other Brooklyn surface	—	—	—	—	—	—	—
New York & Queens County	52	52	54	57	58	59	59, 62
Long Island Electric	52	52	54	57	58	59	59, 62
New York & Long Island	52	52	54	57	58	59	59, 62
Ocean Electric	37½	44	—	48	—	52	52
Manhattan & Queens, Receivers	46	46	48	50	51	52	52
Other Queens surface	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Richmond Companies	50	55	60	60	60	60	60
Total, street surface lines	—	—	—	—	—	—	—
Grand total	—	—	—	—	—	—	—

[1] See note 1 on preceding double page.
[2] New York Consolidated is included under B. R. T.
[3] At 68 cents.
[4] At 73 cents.
[5] Consists of 63 at 77 cents; 194 at 81 cents and 501 at 86 cents.
[6] At 70 cents.
[7] At 20 cents.
[8] See note 5 on page 1 of this Division.

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TABLE XII. Employees and wages: (D) Classified weekly § 1. Aggregate.

Operating Street Railways	Full-time Employees with Weekly					
	Less than $7	$7 but under $10	$10 but under $12	$12 but under $13.50	$13.50 but under $15	$15 but under $17.50
Rapid Transit						
Interborough Rapid Transit [1]	.....	.....	20	7	11	20
Hudson & Manhattan	.....	.....	.....	8	27	37
New York Consolidated, Receiver	.....	1	.....	.....	1	127
Total	.....	1	20	15	39	184
Manhattan and Bronx Surface						
Third Avenue	1	.....	2	4	7	39
Dry Dock, E. B'way & B	.....	.....	1	.....	.....	.....
42d St., Manh. & St. N. Ave	.....	.....	.....	.....	.....	1
New York City Interborough	.....	.....	.....	.....	.....	1
Union	.....	1	.....	.....	1	5
Westchester Electric	.....	.....	.....	.....	.....	.....
3d Ave. system in city	*1*	*1*	*3*	*4*	*8*	*46*
Brooklyn & North River [5]	.....	.....	.....	.....	.....	.....
Second Avenue, Receiver	.....	.....	.....	.....	.....	.....
New York Railways, Receiver	.....	.....	5	1	.....	1
Eighth Avenue [4]	.....	.....	.....	.....	.....	.....
Ninth Avenue [4]	.....	.....	.....	.....	.....	.....
N. Y. & Harlem	.....	.....	.....	.....	.....	.....
Total	1	1	8	5	8	47
Brooklyn and Queens Surface						
Brooklyn Rapid Transit	.....	7	47	16	30	68
Brooklyn City	.....	.....	3	2	2	14
Brooklyn Heights, Receiver	.....	.....	.....	.....	.....	4
Coney Island & Brooklyn, Receiver	.....	.....	.....	.....	.....	.....
Nassau Electric, Receiver	.....	.....	.....	.....	.....	.....
South Brooklyn	.....	1	1	.....	1	2
Brooklyn Rapid Transit surface	.....	*8*	*51*	*18*	*33*	*88*
Manhattan Bridge 3-Cent Line	.....	.....	.....	.....	.....	1
Marine	.....	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	3	1	1	.....	.....	.....
Other Brooklyn surface	*3*	*1*	*1*	.....	.....	*1*
New York & Queens County [2]	.....	2	2	.....	2	5
Long Island Electric [3]	.....	.....	1	.....	.....	.....
New York & Long Island	.....	.....	.....	1	.....	.....
Ocean Electric	5	1	2	.....	1	4
New York & North Shore [5]	.....	.....	.....	.....	.....	.....
Manhattan & Queens, Receivers	1	4	1	.....	.....	1
Other Queens surface	*6*	*7*	*6*	*1*	*3*	*10*
Total	9	16	58	19	36	99
Richmond Companies	2	1	3	1	.....	8
Total, street-surface lines	12	18	69	25	44	154
Grand total	12	19	89	40	83	338

[1] Excludes 44 superannuated employees receiving $587.48.
[2] Excludes 44 salaried employees whose average earnings are $1,601.60 for the week or $36.40 each.
[3] The joint employees earned $11,711.58 during the year, or an average of $10.24 per week, full-time.

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TABLE XII. Employees and wages: (D) Classified weekly § 2. All companies

Occupations	Full-time Employees with Weekly					
	Less than $7	$7 but under $10	$10 but under $12	$12 but under $13.50	$13.50 but under $15	$15 but under $17.50
Managers and Superintendents						
Claim Agents	1		2	1		6
General Office Clerks — men		2	10	7	7	9
General Office Clerks — women		1	37	11	30	55
Janitors, Messengers, etc	2	9	30	8	10	19
Women Telephone Operators			1		3	14
Total, General	3	12	80	27	50	103
Road and Trackmen				3		8
Electric Linemen						2
Other Maint. of W. & S. Employees				3		10
Total, Engineering				6		20
Machinists						
Carpenters						
Blacksmiths						
Painters				1		
Other Shop Employees				1	8	14
Total, Mechanical				2	8	14
Boiler-room Employees				1	1	
Engineers						
Other Engine-room Employees						1
Electric Labor						
Sub-station Labor						1
Other Power-plant Labor (incl. Repairmen)			2	1	7	4
Total, Power			2	2	8	6
Inspectors, Train-starters, etc						
Passenger Motormen	4	4	4	2		5
Conductors — Surface Electric	5	2	3		1	1
Conductors — Elevated or Subway						
Guard						5
Other Passenger Trainmen						
Freight, Mail and Express						
Crossing Tenders, Flagmen, etc						
Other Car Service Employees						4
Ticket Agents — Men						22
Ticket Agents — Women					4	104
Gatemen and Platform Men					4	9
Other Passenger Station Employees					5	10
Car Cleaners						1
Other Car House Employees						6
Other Transportation Employees		1			2	27
Total, Transportation	9	7	7	2	16	194
Truck Drivers						
Other Stable, Garage, Trucking						
Total, Stable, Garage, Trucking, etc						
Miscellaneous				1	1	1
Grand total	12	19	89	40	83	338

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TABLE XIII. REVENUES FROM

Operating Street Railways	Revenue from Passenger	Freight	Mail
Rapid Transit			
Interborough Rapid Transit	*$47,749,348 51*	.....	.....
Rapid Transit (Subway div.)	29,290,777 05	.....	.....
Manhattan (Elevated div.)	18,449,571 46	.....	.....
New York Consolidated, Receiver	18,842,994 31	.....	.....
Hudson & Manhattan	5,807,934 89	.....	$11,898 30
Total	$72,400,277 71	.....	$11,898 30
Manhattan and Bronx Surface			
Third Avenue	$2,502,807 94	.....	.....
Belt Line	562,766 33	.....	.....
Dry Dock, E. B'way & B	568,139 31	.....	.....
42d St., Manh. & St. N. Ave	1,524,807 40	.....	.....
Mid-Crosstown (*to Aug. 9, '19*)	4,749 45	.....	.....
New York City Interborough	806,115 81	.....	.....
Pelham Park & City Island (*to Aug. 9, '19*)	2,555 65	.....	.....
Southern Boulevard	288,558 90	.....	.....
Union	2,966,581 60	$2,882 84	$15,000 00
Westchester Electric	636,027 00	.....	.....
Third Avenue system in city	*10,163,109 39*	*2,882 84*	*15,000 00*
Brooklyn & North River (*to Oct. 5, '19*)	57,644 35	.....	.....
Second Avenue, Receiver	842,927 76	.....	.....
New York Railways, Receiver	9,118,417 13	.....	.....
Eighth Avenue (*from Aug. 1, '19*)	949,176 30	.....	.....
Ninth Avenue (*from Oct. 1, '19*)	293,101 14	.....	.....
New York & Harlem (*from Feb. 1, '20*)	573,630 05	.....	.....
Total	$21,998,006 12	$2,882 84	$15,000 00
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	$7,102,398 10	.....	.....
Brooklyn Heights, Receiver	2,958,660 15	.....	.....
Bridge Operating[2]	231,570 96	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	1,746,453 61	.....	.....
Coney Island & Brooklyn, Receiver	2,335,235 88	.....	.....
Coney Island & Gravesend	113,885 14	.....	.....
Nassau Electric, Receiver	6,090,259 57	.....	.....
South Brooklyn	253,945 01	$510,006 27	.....
Brooklyn Rapid Transit surface	*20,832,408 42*	*510,006 27*	.....
Bush Terminal	113 60	213,301 29	.....
Manhattan Bridge 3-Cent Line	239,703 52	.....	.....
Marine	12,837 85	.....	.....
Van Brunt St. & Erie Basin	82,817 13	.....	.....
Other Brooklyn surface	*336,473 10*	*213,301 29*	.....
New York & Queens County	1,129,798 75	.....	.....
Long Island Electric	278,696 65	.....	.....
New York & Long Island	526,177 40	.....	.....
Ocean Electric	218,781 68	.....	.....
New York & North Shore (*to May 3, '20*)	114,201 70	.....	.....
Manhattan & Queens, Receivers	267,415 69	.....	.....
Other Queens surface	*2,535,071 87*	.....	.....
Total	$23,702,952 39	$723,307 56	.....
Richmond Surface			
Richmond Light & R. R., Receiver	$557,663 89	.....	.....
Staten Island Midland, Receiver	215,566 73	.....	.....
Southfield Beach	12,489 85	.....	.....
Total	$785,720 47	.....	.....
Total, street-surface lines	$46,486,678 98	$726,190 40	$15,000 00
Grand total	$118,886,956 69	$726,190 40	$26,898 30

[1] Baggage.
[2] Other car and station privileges are included under Advertising privileges.

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TABLE XIII. Revenues from street

Operating Street Railways	Other (or non-Transportation)		
	Rent of land and buildings	Rent of equipment	Rent of tracks and terminals
Rapid Transit			
Interborough Rapid Transit	*$70,952 70*	*$24,324 97*	*$338,600 51*
Rapid Transit (Subway div.)	4,138 75	24,324 97	338,344 71
Manhattan (Elevated div.)	66,813 95	.....	255 60
New York Consolidated, Receiver	41,967 04	.....	D 4,182 71
Hudson & Manhattan	25,810 00	.....	.....
Total	$138,729 74	$24,324 97	$334,417 60
Manhattan and Bronx Surface			
Third Avenue	$135,588 36	$479,328 53	$37,032 45
Belt Line	21,183 33	200 00	1,000 00
Dry Dock, E. B'way & B	50,103 36	616 25	14,263 38
42d St., Manh. & St. N. Ave.	17,463 08	500 00	.....
Mid-Crosstown (*to Aug. 9, '19*)	.....	.....	.....
New York City Interborough	.....	1,048 80	.....
Pelham Park & City Island (*to Aug. 9, '19*)	.....	.....	.....
Southern Boulevard	.....	.....	.....
Union	16,983 40	43,130 12	68,937 72
Westchester Electric	8,168 77	457 50	64,317 30
Third Avenue system in city	*249,490 30*	*525,281 20*	*185,550 85*
Brooklyn & North River (*to Oct. 5, '19*)	.....	.....	.....
Second Avenue, Receiver	10,000 00	[1] 4,120 92	8,831 58
New York Railways, Receiver	117,272 11	.....	7,930 63
Eighth Avenue (*from Aug. 1, '19*)	.....	.....	.....
Ninth Avenue (*from Oct. 1, '19*)	.....	.....	.....
New York & Harlem (*from Feb. 1, '20*)	.....	.....	.....
Total	$376,762 41	$529,402 12	$202,313 06
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	$30,540 84	$988 50	$18,003 32
Brooklyn Heights, Receiver	13,019 02	3,618 74	23,106 39
Bridge Operating [1]	.....	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	1,408 58	124 00	5,006 89
Coney Island & Brooklyn, Receiver	895 45	99 00	D 1,239 03
Coney Island & Gravesend	23 92	.....	D 322 69
Nassau Electric, Receiver	8,256 48	59 00	D 2,257 29
South Brooklyn	105,105 66	6,112 37	1,260 89
Brooklyn Rapid Transit surface	*159,249 95*	*11,001 61*	*43,558 48*
Bush Terminal	.....	.....	.....
Manhattan Bridge 3-Cent Line	.....	52 87	791 73
Marine	.....	.....	.....
Van Brunt St. & Erie Basin	.....	.....	.....
Other Brooklyn surface	.....	*52 87*	*791 73*
New York & Queens County	1,020 00	2,727 00	23 12
Long Island Electric	325 00	144 00	21,971 17
New York & Long Island	90 00	.....	6,446 86
Ocean Electric	1 00	3,523 28	.....
New York & North Shore (*to May 5, '20*)	.....	.....	.....
Manhattan & Queens, Receiver	16 65	.....	.....
Other Queens surface	*1,452 65*	*6,394 28*	*28,441 15*
Total	$160,702 60	$17,448 76	$72,791 36
Richmond Surface			
Richmond Light & R. R., Receiver	$433 42	$3,891 93	$2,535 85
Staten Island Midland, Receiver	.....	1,492 32	61 15
Southfield Beach	.....	.....	.....
Total	$433 42	$5,384 25	$2,597 00
Total, street surface lines	$537,898 43	$552,235 13	$277,701 42
Grand total	$676,628 17	$576,560 10	$612,119 02

[1] Several items in this column include sales of power to other street railways, which report offsetting operating expense items in Table XIV under "Power Purchased." To this extent the total revenues shown include an element that is not additional or new revenue to the street railways of the city as a whole.

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railway operations, 1920 — Concluded

Street Railway Operating Revenues — *Concluded*				Total Street Railway Operating Revenues	
		Total			
Sale of power[1]	Miscellaneous	Amount	Increase or (D) decrease from previous year	Amount	Increase or (D) decrease from previous year
$2,013,702 15	*$17,933 54*	*$3,699,084 93*	*$966,449 70*	*$51,478,410 81*	*$8,271,800 98*
1,206,128 80	.....	2,313,079 98	733,158 21	31,622,973 04	6,990,765 08
807,573 35	17,933 54	1,386,004 95	233,291 49	19,855,437 77	1,280,435 90
.....	292 38	674,910 09	264,570 49	19,519,077 55	3,851,979 18
3,087 15	71,991 10	427,361 51	72,429 49	6,247,194 70	613,937 45
$2,016,789 30	$90,217 02	$4,801,356 53	$1,303,449 68	$77,244,683 06	$12,737,117 61
$971,702 59	.....	$1,652,971 38	$163,520 79	$4,155,779 32	$270,884 16
.....	.....	31,184 45	D 4,133 16	593,950 78	30,231 39
.....	.....	70,313 37	D 19,258 33	638,452 68	109,901 36
.....	.....	47,071 88	6,530 44	1,871,879 28	166,758 21
.....	.....	112 50	D 562 50	4,861 95	D 31,919 15
.....	.....	4,034 86	202 26	810,150 67	100,903 83
.....	.....	37 50	D 187 50	2,593 15	D 16,419 50
.....	.....	1,781 61	139 13	290,340 51	65,493 03
1,253 35	.....	150,964 14	D 23,635 40	3,137,375 73	369,327 40
9,699 90	.....	87,935 11	D 37,756 56	724,899 01	101,893 86
982,655 84	.....	*2,046,406 80*	*85,859 17*	*12,230,285 08*	*1,167,054 59*
.....	.....	375 00	D 1,106 25	58,019 35	D 135,312 13
.....	.....	27,753 04	11,632 12	870,680 80	27,931 09
367,154 16	$1,657 29	654,389 43	397,641 44	9,772,806 56	D 2,090,794 58
.....	3 68	12,399 50	12,399 50	961,575 80	961,575 80
.....	.....	6,274 99	6,274 99	299,376 13	299,376 13
.....	.....	8,335 70	8,335 70	581,965 75	581,965 75
$1,349,810 00	$1,660 97	$2,755,934 46	$521,036 67	$24,774,707 47	$311,796 65
.....	$30 20	$133,510 99	$133,510 99	$7,236,287 99	$7,236,287 99
.....	8,195 37	87,052 60	D 114,058 53	3,052,494 05	D 5,569,056 22
.....	.....	1,000 00	499 99	232,570 96	10,244 06
.....	60	30,473 38	7,124 68	1,776,936 99	420,065 88
.....	100 50	41,316 29	8,538 96	2,376,769 42	505,034 45
.....	.....	848 51	150 99	114,733 65	22,931 05
.....	30	111,958 07	29,578 50	6,202,449 64	1,236,690 81
.....	[4] 11,091 39	139,080 72	19,950 65	903,032 00	57,534 04
.....	*19,418 36*	*545,240 56*	*85,296 23*	*21,895,274 70*	*3,919,722 06*
.....	.....	.....	.....	213,414 89	D 39,523 28
.....	.....	1,745 75	D 2,173 64	241,449 27	88,338 49
.....	.....	.....	.....	12,837 85	3,322 50
.....	.....	450 00	50 00	83,267 13	12,097 76
.....	.....	*2,195 75*	*D 2,123 64*	*550,969 14*	*64,230 47*
$19,104 55	5,402 93	34,889 43	17,336 83	1,166,989 97	122,655 54
2,214 40	95 15	26,094 17	D 2,826 42	304,817 32	67,529 88
948 39	6 66	9,391 91	D 214 97	535,858 06	D 30,305 22
.....	.....	4,124 28	1,470 46	222,980 96	48,296 32
.....	.....	480 00	D 284 00	114,738 95	D 42,966 45
.....	33 01	2,159 51	D 959 52	269,575 20	D 574 92
22,267 34	*5,537 75*	*77,139 30*	*14,582 38*	*2,614,990 46*	*164,635 15*
$22,267 34	$24,956 11	$624,575 61	$97,604 97	$25,061,204 30	$4,148,587 68
.....	.....	$10,116 54	D $974 87	$567,907 68	$76,330 05
.....	.....	2,803 47	D 4,678 25	218,868 70	D 88,665 34
.....	.....	300 00	D 250 00	12,789 85	D 3,580 75
.....	.....	$13,220 01	D $5,903 12	$799,566 23	D $15,916 04
$1,372,077 34	$26,617 08	$3,393,730 08	$612,823 52	$50,635,478 00	$4,944,468 29
$2,388,866 64	$116,834 10	$8,195,086 61	$1,916,273 20	$127,880,161 06	$17,681,585 90

[1] Rent of ducts.
[2] See note 10 on first double page of Table XIV, A.
[4] Includes $11,063.35 demurrage charges and $28.04 storage charges.

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TABLE XIV. OPERATING EXPENSES, 1920: (A) Summary for all

Operating Street Railways	Maintenance			
	Superintendence of way and structures	Maintenance of way[1]	Cleaning and sanding track, and removal of snow, ice and sand	Maintenance of electric line
Rapid Transit				
Interborough Rapid Transit	*$265,702 52*	*$2,219,056 51*	*$19,423 38*	*$324,960 16*
Rapid Transit (Subway div.)	161,035 92	1,395,121 36	10,220 35	221,951 08
Manhattan (Elevated div.)	104,666 60	823,935 15	9,203 03	103,009 08
New York Consolidated, Receiver	105,701 37	787,317 65	56,312 83	71,035 06
Hudson & Manhattan[2]	9,343 25	311,619 59	38,042 13	37,404 63
Total	$380,747 14	$3,317,993 75	$113,778 34	$433,399 85
Manhattan and Bronx Surface				
Third Avenue	$32,571 53	$186,448 39	$120,938 64	$42,372 02
Belt Line	4,878 73	39,876 53	28,190 28	1,586 80
Dry Dock, E. B'way & B.	5,099 30	30,925 77	28,216 06	3,447 67
42d St., Manh. & St. N. Ave.	17,542 28	93,532 18	57,927 12	17,797 46
Mid-Crosstown (*to Aug. 9, '19*)	20 99	3,086 45	10 34	.....
New York City Interborough	4,334 48	67,860 52	23,827 48	10,242 75
Pelham Park & City Island (*to Aug. 9, '19*)	12 28	141 77	.....	.....
Southern Boulevard	2,689 30	102,678 49	7,582 05	7,425 82
Union	24,379 72	250,982 19	77,867 79	38,138 72
Westchester Electric	5,239 43	41,052 96	7,403 98	8,568 85
3d Ave. system in city	*96,768 04*	*816,525 25*	*351,963 74*	*129,580 09*
Brooklyn & North River (*to Oct. 5, '19*)	.....	45 52	226 47	.....
Second Avenue, Receiver	2,173 00	58,712 95	37,478 97	40,345 87
New York Railways, Receiver	72,889 82	550,652 26	*[9] 391,041 27*	158,276 43
Eighth Avenue (*from Aug. 1, '19*)	3,287 48	126,715 13	63,024 15	12,642 54
Ninth Avenue (*from Oct. 1, '19*)	2,313 43	35,321 96	16,267 49	90 00
N. Y. & Harlem (*from Feb. 1, '20*)	3,665 66	42,512 31	46,634 74	13,191 49
Total	$181,097 43	$1,630,485 38	$906,636 83	$354,126 42
Brooklyn and Queens Surface				
Brooklyn City (*from Oct. 19, '19*)	$48,068 02	$359,854 18	$118,708 13	$79,635 74
Brooklyn Heights, Receiver	20,586 23	231,721 56	8,026 71	36,660 22
Bridge Operating[10]	.....	2,946 32	909 36	2,878 66
Brooklyn, Queens Co. & Sub., Receiver	13,680 45	120,875 90	25,178 89	27,451 17
Coney Island and Brooklyn	15,817 21	131,306 71	28,643 01	26,958 00
Coney Island and Gravesend	635 14	5,121 19	1,071 13	926 75
Nassau Electric, Receiver	44,699 48	391,484 18	79,688 69	73,744 08
South Brooklyn	3,155 00	35,721 05	9,791 78	6,131 91
Brooklyn Rapid Transit surface[11]	*146,641 53*	*1,879,031 09*	*272,017 70*	*254,386 53*
Bush Terminal	.....	9,921 43	.....	1,014 10
Manhattan Bridge 3-Cent Line	.....	1,146 59	1,259 22	3,979 71
Marine	.....	.....	.....	.....
Van Brunt St. & Erie Basin	.....	4,959 44	1,816 71	271 53
Other Brooklyn surface	.....	*16,027 46*	*3,075 93*	*5,265 34*
New York & Queens County	15,561 91	75,883 58	37,115 15	30,020 33
Long Island Electric	3,734 60	37,428 31	6,453 80	5,757 28
New York and Long Island	3,277 88	35,173 71	11,962 32	9,653 78
Ocean Electric	171 42	26,401 28	1,356 67	4,466 44
New York & North Shore (*to May 3, '20*)	.....	2,008 88	5,058 51	2,602 61
Manhattan & Queens, Receivers	.....	4,598 49	2,409 68	1,927 76
Other Queens surface	*22,745 81*	*181,424 25*	*64,566 13*	*54,498 80*
Total	$169,387 34	$1,476,552 80	$339,449 76	$314,080 07
Richmond Surface				
Richmond Light & R. R., Receiver	$1,149 65	$79,059 71	$14,513 33	$11,959 46
Staten Island Midland, Receiver	373 19	32,392 86	308 27	5,500 98
Southfield Beach	54 00	1,823 03	.....	162 57
Total	$1,576 84	$113,275 60	$14,821 60	$17,623 01
Total, street-surface lines	$352,061 61	$3,220,313 78	$1,260,908 19	$685,829 50
Grand total	$732,808 75	$6,538,307 53	$1,374,686 53	$1,119,229 35

* *Depreciation.*— Inasmuch as the definition of expenses, in the Uniform System of Accounts prescribed by this Commission includes capital consumed in operation, the accounting order provides for a charge to operating expenses for the estimated depreciation accrued during each month, in addition to actual disbursements for repairs. Where a company has failed to make a charge for depreciation, a reference mark (*) has been placed against the totals of the maintenance groups and the grand total of operating expenses. Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from (or charged against) the depreciation reserve. [1] Other than cleaning and sanding track, and removal of snow, ice and sand. [2] Class A classification is used by corporations with annual operating revenues of more than $500,000, and also by corporations affiliated with such Class A corporations, even though with operating revenues under $500,000; Class B classification is used by corporations with annual operating revenues of more than $100,000 but not more than $500,000,

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corporations by accounts of class C classification (the least detailed)

OF WAY AND STRUCTURES						Accounting class of company[2]
Repairs of buildings and structures	Joint way and structures	Depreciation of way and structures	Total, 1920	Total, 1919	Increase 1920 over 1919	
$478,298 79	.....	*$93,813 37*	*$3,401,254 73*	*$2,658,110 27*	*$743,144 46*	*A*
250,555 27	Cr $73,100 39	175,578 57	2,150,362 16	1,499,086 17	651,275 99	—
218,743 52	73,100 39	Cr 81,765 20	1,250,892 57	1,159,024 10	91,868 47	—
184,056 36	.....	395,320 46	1,599,743 73	857,752 71	741,991 02	A
123,498 65	.....	61,745 04	581,653 29	515,900 92	65,752 37	A
$785,853 80	.....	$550,878 87	$5,582,651 75	$4,031,763 90	$1,550,887 85	—
$71,168 92	[4] Cr $19,326 60	.....	* $434,172 90	* $233,555 07	$200,617 83	A
7,710 94	1,746 13	.....	* 83,989 41	* 45,692 71	38,296 70	A
11,649 05	4,822 82	.....	* 84,160 67	* 39,269 21	44,891 46	A
563 40	11,044 04	.....	* 198,406 48	* 271,856 31	D 73,449 83	A
.....	.....	.....	* 3,117 78	* 8,471 64	D 5,353 86	A
170 02	1,038 17	.....	*107,413 42	* 75,231 66	32,181 76	A
.....	.....	$173 83	[5] 327 88	* 654 33	D 326 45	A
.....	.....	.....	* 120,375 66	* 37,528 07	82,847 59	A
12,370 66	[6] Cr 6,762 20	.....	* 396,976 88	* 314,627 02	82,349 86	A
3,292 03	[4] 6,658 42	12,966 12	85,181 79	[7] 39,129 71	[7] 46,052 08	A
106,925 02	*Cr 779 22*	*13,139 95*	*1,514,122 87*	*1,066,015 73*	*448,107 14*	—
.....	1,197 44	(8)	[8] * 1,469 43	* 14,421 82	D 12,952 39	B
6,233 48	[4] 4,449 61	.....	* 149,393 88	* 89,426 35	59,967 53	A
99,581 58	[4] Cr 29,693 95	777,912 49	2,020,659 90	1,771,135 32	249,524 58	A
1,826 57	(4)	.....	* 207,495 87	.....	207,495 87	A
.....	.....	.....	* 53,992 88	.....	53,992 88	A
1,390 06	.....	.....	* 107,394 26	.....	107,394 26	A
$215,956 71	Cr $24,826 12	$791,052 44	$4,054,529 09	$2,940,999 22	$1,113,529 87	—
$27,789 06	.....	$35,080 65	$669,135 78	.....	$669,135 78	A
26,824 97	.....	14,919 35	338,739 04	$794,561 55	D 455,822 51	A
173 68	.....	.....	* 6,908 02	* 4,806 51	2,101 51	A
10,642 51	.....	10,000 00	207,828 92	153,309 03	54,519 89	A
12,512 01	.....	12,500 00	227,736 94	177,369 35	50,367 59	A
483 12	.....	5,000 00	13,237 33	7,171 98	6,065 35	A
34,903 18	.....	30,000 00	654,519 61	468,357 28	185,662 33	A
8,103 60	.....	5,000 00	67,903 34	53,940 97	13,962 37	A
121,432 13	.....	*112,500 00*	*2,186,008 98*	*1,660,016 67*	*525,992 31*	—
.....	.....	Cr 5,714 87	5,220 66	5,432 37	D 211 71	C
2,257 72	Cr $352 48	[12] 5,940 00	[12] 14,230 76	[12] 4,583 41	9,647 35	B
.....	.....	.....	(*)	(*)	.....	C
54 40	.....	Cr 2,920 52	4,181 56	4,181 56	.....	C
2,312 12	*Cr 352 48*	*Cr 2,695 39*	*23,632 98*	*14,197 34*	*9,435 64*	—
2,186 94	[4] 453 55	29,262 91	190,484 37	208,152 99	D 17,668 62	A
210 63	69 65	Cr 14,014 58	39,639 69	38,041 38	1,598 31	B
280 38	59 15	Cr 11,074 08	49,333 14	52,595 46	D 3,262 32	B
291 07	.....	1,803 65	34,490 53	13,462 05	21,028 48	B
101 46	.....	1,721 08	11,492 54	10,258 29	1,234 25	B
296 36	681 86	.....	*9,914 15	*10,079 01	D 164 86	B
3,586 84	*1,264 21*	*7,698 98*	*335,354 42*	*332,589 18*	*2,765 24*	.....
$127,111 09	$911 73	$117,503 59	$2,544,996 38	$2,006,803 19	$538,193 19	—
$2,146 99	.....	.....	[12] *$108,829 14	*$51,842 45	$56,986 69	B
1,912 68	.....	.....	[12] *40,487 98	*39,940 43	547 55	B
.....	.....	.....	*2,039 60	*2,287 05	D 247 45	C
$4,059 67	.....	.....	$151,356 72	$94,069 93	$57,286 79	—
$347,127 47	Cr $23,914 39	$908,556 03	$6,750,882 19	$5,041,872 34	$1,709,009 85	—
$1,132,981 27	Cr $23,914 39	$1,459,434 90	$12,333,533 94	$9,073,636 24	$3,259,897 70	—

except as modified above; Class C classification is used by corporations with annual operating revenues of not more than $100,000 as modified above. [2] Under Federal Administration until March 1, 1920. [4] Net of debits and credits. [5] A charge for depreciation was made only for way and structures. [6] Composed of other operations, Cr. $30,878.29, and joint way and structures, Dr. $24,116.09. [7] In 1919, respondent did not separate depreciation between maintenance of way and structures and maintenance of equipment. It was included under the latter. [8] Under order of the Commission in Case No. 1739, this Company is amortising during the term of the franchise all of the capital expenditures approved by the Commission. [9] Includes tube cleaning $102,473.18. [10] The operation of local cars over the Williamsburg Bridge was discontinued by the Bridge Operating Company on May 31, 1920. Since then these cars have been operated by the Brooklyn Heights, Receiver in the interest of the Nassau Electric Receiver, Coney Island & Brooklyn Receiver, Brooklyn, Queens Co. & Sub. Receiver, and the Brooklyn City R. R.
[11] For significance of maintenance figures of B. R. T. companies see Introduction page 253.
[12] See note 12, Table XIV-A, 1919, Vol. II.

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TABLE XIV. Operating expenses, 1920: (A) Summary for all corporations

Operating Street Railways	Superintendence of equipment	Repairs of power equipment	Repairs of cars and locomotives
Rapid Transit			
Interborough Rapid Transit	*$359,216 03*	*$359,653 60*	*$1,845,588 64*
Rapid Transit (Subway div.)	210,115 74	204,162 73	1,133,431 56
Manhattan (Elevated div.)	149,100 29	155,490 87	712,157 08
New York Consolidated, Receiver	39,940 14	.....	1,648,550 36
Hudson & Manhattan [2]	12,875 92	129,059 13	339,013 11
Total	$412,032 09	$488,712 73	$3,833,152 11
Manhattan and Bronx Surface			
Third Avenue	$6,899 46	$1,906 27	$163,957 72
Belt Line	2,673 49	11 95	31,370 97
Dry Dock, E. B'way & B	3,314 26	.....	54,246 15
42d St., Manh. & St. N. Ave	8,439 77	.....	98,248 22
Mid-Crosstown (*to Aug. 9, '19*)	29 89	.....	423 58
New York City Interborough	3,578 04	.....	54,227 85
Pelham Park & City Island (*to Aug. 9, '19*)	15 81	.....	234 20
Southern Boulevard	1,243 43	.....	19,545 54
Union	6,260 10	5,026 31	179,868 65
Westchester Electric	3,052 78	1 76	50,922 15
3d Ave. system in city	*35,507 03*	*6,946 29*	*653,045 03*
Brooklyn & North River (*to Oct. 5, '19*)	.....	.....	.....
Second Avenue, Receiver	3,475 48	135 35	68,650 97
New York Railways, Receiver	89,878 11	8,545 26	538,569 28
Eighth Avenue (*from Aug. 1, '19*)	2,295 58	.....	70,577 83
Ninth Avenue (*from Oct. 1, '19*)	562 50	.....	2,274 97
N. Y. & Harlem (*from Feb. 1, '20*)	3,320 51	.....	34,010 13
Total	$135,039 21	$15,626 90	$1,367,128 21
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	$13,704 54	.....	$680,774 26
Brooklyn Heights, Receiver	4,975 87	.....	256,250 53
Bridge Operating [3]	.....	.....	3,139 30
Brooklyn, Queens Co. & Sub., Receiver	3,732 43	.....	181,904 29
Coney Island and Brooklyn	4,364 29	.....	215,136 34
Coney Island and Gravesend	165 71	.....	8,485 82
Nassau Electric, Receiver	11,909 99	.....	604,326 19
South Brooklyn	540 76	.....	75,467 53
Brooklyn Rapid Transit surface [4]	*39,393 59*	.....	*2,025,484 26*
Bush Terminal	.....	.....	11,250 46
Manhattan Bridge 3-Cent Line	.....	.....	9,135 26
Marine	.....	.....	.....
Van Brunt St. & Erie Basin	.....	.....	4,361 46
Other Brooklyn surface	.....	.....	*24,747 18*
New York & Queens County	11,263 12	$447 59	111,483 27
Long Island Electric	2,090 36	214 84	20,292 52
New York & Long Island	2,262 91	3,421 43	19,470 32
Ocean Electric	.....	.....	21,075 91
New York & North Shore (*to May 3, '20*)	.....	3,046 66	9,941 33
Manhattan & Queens, Receivers	2,127 21	.....	22,361 91
Other Queens surface	*17,743 60*	*7,130 52*	*204,635 26*
Total	$57,137 19	$7,130 52	$2,254,856 70
Richmond Surface			
Richmond Light & R. R., Receiver	$4,166 70	.....	$30,170 22
Staten Island Midland, Receiver	1,182 35	.....	14,470 94
Southfield Beach	61 11	.....	259 17
Total	$5,410 16	.....	$44,900 33
Total, street-surface lines	$197,586 56	$22,757 42	$3,666,885 24
Grand total	$609,618 65	$511,470 15	$7,500,037 35

*See this note on preceding double page.

[1] Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated depreciation (including maintenance), the excess being drawn from the depreciation reserve.

[2] Under Federal Administration until March 1, 1920.

[3] See note 7 on preceding double page.

[4] "Other operations."

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by accounts of class C classification (the least detailed) — Continued

MAINTENANCE OF EQUIPMENT

Repairs of electric equipment of cars and locomotives	Miscellaneous equipment expenses	Maintaining joint equipment	Depreciation of equipment[1]	Total, 1920	Total, 1919	Increase 1920 over 1919
$1,179,911 66	*$568,100 16*	.....	*$441,941 86*	*$4,754,411 96*	*$3,759,114 94*	*$995,297 01*
657,725 34	258,218 70	.....	761,889 18	3,225,543 25	2,317,638 79	907,904 46
522,186 32	309,881 46	.....	Cr 319,947 32	1,528,868 70	1,441,476 15	87,392 55
771,413 06	531,298 70	.....	Cr 881,731 67	2,109,470 59	1,484,949 66	624,520 93
52,474 01	67,065 72	.....	63,271 92	663,759 81	471,341 56	192,418 25
$2,003,798 73	$1,166,464 58	.....	Cr $376,517 89	$7,527,642 35	$5,715,406 16	$1,812,236 19
$86,045 16	$47,325 29	.....	.....	*$306,133 90	*$243,481 40	$62,652 50
14,268 72	4,809 32	.....	.....	*53,134 45	*45,443 33	7,691 12
22,705 39	7,760 25	.....	.....	*88,026 05	*63,220 24	24,805 81
48,704 59	15,057 00	.....	.....	*170,449 58	*125,886 39	44,563 19
116 31	58 11	.....	.....	*627 89	*7,813 82	D 7,185 93
23,714 99	3,135 78	.....	.....	*84,656 66	*79,991 68	4,664 98
64 06	31 97	.....	.....	*346 04	*4,255 49	D 3,909 45
8,754 61	1,204 39	.....	.....	*30,747 97	*22,484 61	8,263 36
81,090 87	19,562 57	.....	.....	*291,808 50	*256,364 95	35,443 55
22,910 69	4,726 40	.....	$3,568 00	85,181 78	[2]82,471 49	[2]2,710 29
308,375 39	*105,671 08*	.....	*3,568 00*	*1,111,112 82*	*931,413 40*	*179,699 42*
.....	.....	$8,561 41	.....	*8,561 41	*34,348 41	D 25,787 00
19,304 05	6,839 33	.....	.....	*98,405 18	*85,775 53	12,629 65
461,398 12	156,105 52	[4]Cr 621 49	190,463 82	1,444,338 62	1,239,985 86	204,352 76
.....	6,760 69	.....	.....	*79,634 10	.....	79,634 10
.....	183 95	.....	.....	*3,021 42	.....	3,021 42
43,616 81	7,261 51	.....	.....	*88,208 96	.....	88,208 96
$832,694 37	$280,822 08	$7,939 92	$194,031 82	$2,833,282 51	$2,291,523 20	$541,759 31
$298,774 08	$141,951 45	Cr $832 57	$35,080 65	$1,169,452 41	.....	$1,169,452 41
104,499 80	62,728 03	Cr 352 18	14,919 35	443,021 40	$584,135 34	D 141,113 94
1,350 96	224 51	.....	.....	*4,714 77	*7,237 46	D 2,522 69
78,353 53	47,543 69	Cr 2,033 02	10,000 00	319,500 92	114,785 45	204,715 47
92,882 21	56,017 75	Cr 273 06	12,500 00	380,627 53	130,330 06	250,297 47
3,658 06	2,251 44	Cr 11 03	5,000 00	19,550 00	5,384 07	14,165 93
260,486 85	157,651 47	Cr 2,863 34	30,000 00	1,061,511 16	366,925 09	694,586 07
21,277 48	12,036 83	Cr 31 98	10,000 00	119,290 62	49,202 92	70,087 70
861,282 97	*480,405 17*	*Cr 6,397 18*	*117,500 00*	*3,517,668 81*	*1,258,000 39*	*2,259,668 42*
.....	112 53	.....	1,753 94	13,116 93	13,094 15	22 78
6,089 94	372 09	Cr 44 86	[7]2,890 00	18,442 43	11,313 03	7,129 40
1,286 86	.....	.....	.....	*1,286 86	*4,336 53	D 3,049 67
.....	.....	.....	Cr 1,361 46	3,000 00	3,000 00	.....
7,376 80	*484 62*	*Cr 44 86*	*3,282 48*	*35,846 22*	*31,745 71*	*4,102 51*
68,305 79	13,744 27	.....	Cr 78,254 46	126,989 58	138,768 66	D 11,779 08
17,012 44	2,402 28	.....	Cr 2,372 75	39,639 69	38,041 38	1,598 31
19,150 05	3,399 55	.....	9,851 07	57,555 33	61,361 37	D 3,806 04
14,767 94	35 75	.....	Cr 3,064 82	32,814 78	15,705 75	17,109 03
5,729 64	484 90	.....	860 53	20,063 06	22,439 51	D 2,376 45
9,825 91	2,096 27	.....	.....	*36,411 30	*24,331 11	12,080 19
134,791 77	*22,163 02*	.....	*Cr 72,980 43*	*313,473 74*	*300,647 78*	*12,825 96*
$1,003,451 54	$503,052 81	Cr $6,442 04	$47,802 05	$3,866,988 77	$1,590,391 88	$2,276,596 89
$21,369 50	$846 61	.....	$14,968 87	$71,521 90	$80,767 41	D $9,245 51
10,430 40	160 41	.....	9,361 06	35,605 16	59,618 42	D 24,013 26
18 00	.....	.....	.....	*338 28	*23731	100 97
$31,817 90	$1,007 02	.....	$24,329 93	$107,465 34	$140,623 14	D $33,157 80
$1,867,963 81	$784,881 91	$1,497 88	$266,163 80	$6,807,736 62	$4,022,538 22	$2,785,198 40
$3,871,762 54	$1,951,346 49	$1,497 88	Cr $110,354 09	$14,335,378 97	$9,737,944 38	$4,597,434 59

[1] See note 10 on preceding double page.
[4] See note 11 on preceding double page.
[7] Amounts representing the depreciation element are included in the charges made by the Manhattan Bridge 3-Cent Line to the Brooklyn & North River for maintenance of jointly used equipment. This amount is reserved by the former and charged to income deductions by the latter See also * note on preceding page.

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TABLE XIV. Operating expenses, 1920: (A) Summary for all corporations

Operating Street Railways [1]	Power-plant labor	Sub-station labor	Fuel for power
Rapid Transit			
Interborough Rapid Transit	*$961,776 19*	*$377,184 59*	*$4,268,322 96*
Rapid Transit (Subway div.)	530,420 62	278,899 43	2,109,083 68
Manhattan (Elevated div.)	431,355 57	98,285 16	2,153,234 28
New York Consolidated, Receiver	5,780 65		
Hudson & Manhattan	209,137 47	39,285 02	494,437 27
Total	$1,176,694 31	$416,469 61	$4,756,760 23
Manhattan and Bronx Surface			
Third Avenue		$30,371 03	
Belt Line		1,469 07	
Dry Dock, E. B'way & B		2,516 46	
42d St., Manh. & St. N. Ave			
Mid-Crosstown (*to Aug. 9, '19*)		71 75	
New York City Interborough			
Pelham Park & City Island (*to Aug. 9, '19*)		16 79	
Southern Boulevard			
Union		19,306 39	
Westchester Electric		9,327 37	
3d Ave. system in city		*63,078 86*	
Brooklyn & North River (*to Oct. 5, '19*)			
Second Avenue, Receiver			
New York Railways, Receiver	$17,389 57	89,130 35	
Eighth Avenue (*from Aug. 1, '19*)			
Ninth Avenue (*from Oct. 1, '19*)			
N. Y. & Harlem (*from Feb. 1, '20*)	197 96		
Total	$17,587 53	$152,209 21	
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)			
Brooklyn Heights, Receiver			
Bridge Operating [2]			
Brooklyn, Queens Co. & Sub., Receiver			
Coney Island and Brooklyn			
Coney Island and Gravesend			
Nassau Electric, Receiver			
South Brooklyn			
Brooklyn Rapid Transit surface [2]			
Bush Terminal			
Manhattan Bridge 3-Cent line			
Marine		$892 98	
Van Brunt St. & Erie Basin			
Other Brooklyn surface		*892 98*	
New York & Queens County		16,527 60	
Long Island Electric		2,996 27	
New York and Long Island	$19,614 63	2,349 11	$35,670 80
Ocean Electric			
New York and North Shore (*to May 3, '20*)	12,642 15	988 75	24,991 55
Manhattan & Queens, Receivers			
Other Queens surface	*52,256 78*	*22,861 73*	*60,662 35*
Total	$32,256 78	$23,754 71	$60,662 35
Richmond Surface			
Richmond Light & R. R., Receiver			
Staten Island Midland, Receiver		$2,735 58	
Southfield Beach			
Total		$2,735 58	
Total, street-surface lines	$49,844 31	$178,699 50	$60,662 35
Grand total	$1,226,538 62	$595,169 11	$4,817,422 58

[1] Several items in this column include purchases of power from other operating railways, which report offsetting operating revenue items in Table XIII under "Sale of Power." To this extent the total expenditures shown include an element that is not additional or new expense to the street railways as a whole.

[2] Composed of $928 power purchased and credit of $94,003.26 other operations.

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by accounts of class C classification (the least detailed)—Continued

TRANSPORTATION EXPENSES — OPERATION OF POWER PLANT

Other power supplies and expenses	Storage battery maintenance (specified)	Power purchased [1]	Power exchanged balance (incl. other operations)	Total, 1920	Total, 1919	Increase 1920 over 1919
$200,081 24	.....	*$22,368 36*	.....	*$5,323,673 34*	*$5,364,019 18*	*$459,654 16*
119,936 57	.....	18,167 46	$697,906 40	3,754,419 16	3,457,097 13	297,322 03
80,084 67	.....	4,200 90	Cr 697,906 40	2,069,254 18	1,906,922 05	162,332 13
.....	.....	3,968,057 02	.....	3,973,837 67	3,114,094 48	859,743 19
22,903 62	.....	678 00	[2] Cr 93,075 26	[2] 673,366 12	[2] 593,951 04	79,415 08
$222,924 86	.....	$3,991,103 38	Cr $93,075 26	$10,470,877 13	$9,072,064 70	$1,398,812 43
$2,212 98	.....	$805,058 08	Cr $1,778 43	$835,863 66	$760,194 26	$75,669 40
139 51	$6,732 65	42,977 74	.....	51,318 97	49,237 43	2,081 54
205 84	26,777 31	64,189 45	.....	93,689 06	66,884 59	26,804 47
97 13	8,914 57	152,280 15	.....	161,291 85	145,555 31	15,736 54
.....	286 12	409 41	.....	767 28	7,373 75	D 6,606 47
.....	.....	86,592 82	.....	86,592 82	88,593 04	D 2,000 22
208 65	158 77	316 00	.....	700 21	4,557 47	D 3,857 26
.....	.....	35,884 29	.....	35,884 29	30,493 31	5,390 98
1,297 08	.....	464,572 34	Cr 117,975 90	367,199 91	330,306 81	36,893 10
386 57	.....	111,624 70	Cr 18,121 52	103,217 12	85,101 61	18,115 51
4,547 76	*42,869 42*	*1,763,904 98*	*Cr 137,876 85*	*1,736,525 17*	*1,568,297 58*	*168,227 59*
.....	.....	7,483 19	.....	7,483 19	31,410 23	D 23,927 04
.....	.....	53,665 01	72,475 14	126,140 15	71,000 06	55,140 09
6,301 49	.....	1,052,209 84	[4] Cr 101,252 23	1,063,779 02	858,865 22	204,913 80
.....	.....	179,250 24	.....	179,250 24	.....	179,250 24
.....	.....	68,909 78	.....	68,909 78	.....	68,909 78
.....	.....	114,578 22	.....	114,776 18	.....	114,776 18
$10,849 25	$42,869 42	$3,240,001 26	Cr $166,652 94	$3,296,863 73	$2,529,573 09	$767,290 64
.....	.....	$827,591 63	.....	$827,591 63	.....	$827,591 63
.....	.....	312,759 02	.....	312,759 02	$989,799 33	D 677,040 31
.....	.....	43,659 00	.....	43,659 00	39,695 88	3,963 12
.....	.....	194,414 88	.....	194,414 88	177,982 82	16,432 06
.....	.....	267,385 58	.....	267,385 58	243,114 62	24,270 96
.....	.....	11,633 97	.....	11,633 97	9,777 94	1,856 03
.....	.....	854,250 89	.....	854,250 89	801,535 84	52,715 05
.....	.....	32,040 37	.....	32,040 37	76,623 21	D 44,582 84
.....	.....	*2,543,735 34*	.....	*2,543,735 34*	*2,338,529 64*	*205,205 70*
.....	.....	6,050 87	.....	6,050 87	5,404 73	646 14
.....	.....	23,705 53	.....	23,705 53	19,074 07	4,631 46
.....	.....	2,922 44	.....	3,815 42	2,912 80	902 62
.....	.....	10,492 63	.....	10,492 63	9,557 26	935 37
.....	.....	*43,171 47*	.....	*44,064 46*	*36,948 86*	*7,115 59*
$793 75	.....	140,361 74	.....	157,683 09	155,601 11	2,081 98
168 62	.....	39,510 09	.....	42,674 98	38,383 35	4,291 63
1,618 40	.....	92,551 77	.....	151,804 71	159,595 44	D 7,790 73
.....	.....	31,829 73	.....	31,829 73	21,256 56	10,573 17
568 36	.....	85 84	.....	39,276 65	54,549 15	D 15,272 50
.....	.....	50,169 70	$724 62	50,894 32	51,257 68	D 363 36
3,149 13	.....	*564,508 87*	*724 62*	*474,163 48*	*480,643 29*	*D 6,479 81*
$3,149 13	.....	$2,941,415 68	$724 62	$3,061,963 27	$2,856,121 79	$205,841 48
$626 08	.....	[7] $94,102 91	.....	[7] $94,728 99	$62,445 69	$32,283 30
2,399 44	.....	45,560 57	.....	50,695 59	67,600 44	D 16,904 85
.....	.....	979 98	.....	979 98	869 42	110 56
$3,025 52	.....	$140,643 46	.....	$146,404 56	$130,915 55	$15,489 01
$17,023 90	$42,869 42	$6,322,060 40	Cr $165,928 32	$6,505,231 56	$5,516,610 43	$988,621 13
$239,948 76	$42,869 42	$10,313,163 78	Cr $259,003 58	$16,976,108 69	$14,588,675 13	$2,387,433 56

[1] Excludes power charged to Hudson Terminal Buildings.
[4] Composed of other operations, Cr. $37,934.81, and power exchanged, Cr. $63,317.42.
[2] See note 10 on first double page of this table.
[6] See Introduction, page 253.
[7] Consists of power purchased from light and power department of respondent plus joint expenses.

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TABLE XIV. Operating expenses, 1920: (A) Summary for all corporations

Operating Street Railways	Superintendence of transportation	Conductors, motormen and trainmen	Miscellaneous transportation expenses
Rapid Transit			
Interborough Rapid Transit	*$598,374 79*	*$8,214,094 86*	*$6,653,838 14*
Rapid Transit (Subway div.)	290,796 20	4,012,976 82	3,704,262 74
Manhattan (Elevated div.)	307,578 59	4,201,118 04	2,949,575 40
New York Consolidated, Receiver	378,168 30	3,527,656 09	2,339,917 92
Hudson & Manhattan [2]	116,912 89	[2] 590,487 33	838,608 85
Total	$1,093,455 98	$12,332,238 28	$9,832,364 91
Manhattan and Bronx Surface			
Third Avenue	$71,127 13	$643,597 59	$108,908 28
Belt Line	25,282 81	152,519 36	25,011 49
Dry Dock, E. B'way & B	26,602 48	229,074 68	46,029 43
42d St., Manh. & St. N. Ave	51,265 11	404,754 16	87,707 69
Mid-Crosstown (*to Aug. 9, '19*)	246 86	2,943 53	258 89
New York City Interborough	21,363 69	241,503 59	37,102 35
Pelham Park & City Island (*to Aug. 9, '19*)	235 41	823 66	614 15
Southern Boulevard	11,969 93	88,672 48	13,513 09
Union	104,070 51	888,365 93	112,803 85
Westchester Electric	26,403 04	211,544 63	27,380 59
3d Ave. system in city	*358,596 97*	*2,863,799 61*	*459,329 81*
Brooklyn & North River (*to Oct. 5, '19*)	5,754 58	29,036 47	3,303 68
Second Avenue, Receiver	27,086 76	292,545 31	59,086 29
New York Railways, Receiver	370,898 71	2,980,295 30	574,308 89
Eighth Avenue (*from Aug. 1, '19*)	2,479 20	391,706 97	101,280 90
Ninth Avenue (*from Oct. 1, '19*)	1,720 00	154,143 42	21,899 98
N. Y. & Harlem (*from Feb. 1, '20*)	25,219 56	210,288 02	38,671 28
Total	$771,725 78	$6,921,815 10	$1,257,880 83
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	$368,319 16	$2,554,160 00	$281,360 12
Brooklyn Heights, Receiver	134,098 48	1,086,637 40	140,173 93
Bridge Operating [4]	17,002 75	96,409 90	30,596 35
Brooklyn, Queens Co. & Sub., Receiver	98,565 20	684,081 74	84,947 04
Coney Island and Brooklyn	114,572 55	790,505 31	102,929 40
Coney Island and Gravesend	5,948 56	33,351 95	3,333 83
Nassau Electric, Receiver	294,791 52	2,303,657 74	263,471 76
South Brooklyn	62,063 99	256,883 64	84,049 99
Brooklyn Rapid Transit surface	*1,095,362 21*	*7,805,687 68*	*990,862 42*
Bush Terminal	1,908 08	30,222 58	75,581 89
Manhattan Bridge 3-Cent line	19,492 80	65,756 26	13,890 11
Marine	1,953 25	4,140 07	79 42
Van Brunt St. & Erie Basin	.....	28,815 12	7,391 79
Other Brooklyn surface	*23,354 13*	*128,934 03*	*96,933 21*
New York & Queens County	86,356 62	520,371 50	54,033 77
Long Island Electric	17,752 41	95,797 42	19,087 26
New York and Long Island	28,558 52	165,278 37	26,435 01
Ocean Electric	6,615 45	54,121 90	11,222 33
New York and North Shore (*to May 3, '20*)	1,579 02	27,770 46	4,515 51
Manhattan & Queens, Receivers	16,211 72	82,945 97	11,761 72
Other Queens surface	*157,073 74*	*946,285 62*	*127,055 60*
Total	$1,275,790 08	$8,880,907 33	$1,214,851 23
Richmond Surface			
Richmond Light & R. R., Receiver	$28,506 47	$177,905 76	$48,291 86
Staten Island Midland, Receiver	10,952 66	91,708 66	13,884 39
Southfield Beach	216 98	3,163 62	128 79
Total	$39,676 11	$272,778 04	$62,305 04
Total, street-surface lines	$2,087,191 97	$16,075,500 47	$2,535,037 10
Grand total	$3,180,647 95	$28,407,738 75	$12,367,402 01

[1] See note 2 on first double page of this table.
[2] Under Federal Administration until March 1, 1920.

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by accounts of class C classification (the least detailed) — Continued

TRANSPORTATION EXPENSES — OPERATION OF CARS					Accounting class of company[1]
Joint operation of cars, Dr.	Joint operation of cars, Cr.	Total, 1920	Total, 1919	Increase, 1920 over 1919	
$249,851 43	*$249,851 43*	*$15,466,307 79*	*$12,487,192 47*	*$2,979,115 32*	A
.....	249,851 43	7,758,184 33	6,070,658 07	1,687,526 26	—
249,851 43	.....	7,708,123 46	6,416,534 40	1,291,589 06	—
.....	.....	6,245,742 31	4,219,960 37	2,025,781 94	A
.....	.....	[2] 1,546,009 07	1,241,730 10	304,278 97	A
$249,851 43	$249,851 43	$23,258,059 17	$17,948,882 94	$5,309,176 23	—
.....	.....	$823,633 00	$694,932 28	$128,700 72	A
.....	.....	202,813 66	176,971 71	25,841 95	A
.....	.....	301,706 59	217,757 62	83,948 97	A
.....	.....	543,726 96	436,146 18	107,580 78	A
.....	.....	3,449 28	25,868 72	D 22,419 44	A
.....	.....	299,969 63	263,244 57	36,725 06	A
.....	.....	1,673 22	14,964 38	D 13,291 16	A
.....	.....	114,155 50	81,080 98	33,074 52	A
.....	.....	1,105,240 29	947,324 75	157,915 54	A
.....	.....	265,328 26	222,270 95	43,057 31	A
.....	.....	*3,661,696 39*	*3,080,562 14*	*581,134 25*	—
$199 02	.....	38,293 75	129,954 71	D 91,660 96	C
.....	.....	378,718 36	336,200 90	42,517 46	A
.....	.....	3,925,502 90	4,430,281 50	D 504,778 60	A
.....	.....	495,467 07	.....	495,467 07	A
.....	.....	177,763 40	.....	177,763 40	A
.....	.....	274,178 86	.....	274,178 86	A
$199 02	.....	$8,951,620 73	$7,976,999 25	$974,621 48	—
$2,568 93	.....	$3,206,408 21	.....	$3,206,408 21	A
3,755 47	.....	1,364,665 28	$3,325,622 40	D 1,960,957 12	A
.....	.....	144,009 00	103,900 45	40,108 55	A
.....	$10,247 44	857,346 54	595,920 54	261,426 00	A
.....	.....	1,006,007 26	688,361 19	319,646 07	A
.....	.....	42,634 34	28,427 60	14,206 74	A
3,613 95	.....	2,865,534 97	2,006,708 47	858,826 50	A
.....	.....	402,997 62	331,330 55	71,667 07	A
9,938 35	*10,247 44*	*9,891,603 22*	*7,080,271 20*	*2,811,332 02*	—
.....	.....	107,712 55	75,787 91	31,924 64	B
.....	173 54	98,955 63	62,804 17	36,151 46	B
.....	.....	6,172 74	5,605 24	567 50	C
.....	.....	36,206 91	24,937 26	11,269 65	C
.....	*173 54*	*249,047 83*	*169,134 58*	*79,913 25*	—
.....	.....	660,761 89	535,306 49	125,455 40	A
.....	.....	132,637 09	100,212 36	32,424 73	B
.....	.....	220,271 90	175,304 87	44,967 03	B
.....	.....	71,959 68	50,113 71	21,845 97	B
.....	.....	33,864 99	37,985 66	D 4,120 67	B
.....	.....	110,919 41	108,203 97	2,715 44	B
.....	.....	*1,230,414 96*	*1,007,127 06*	*223,287 90*	—
$9,938 35	$10,420 98	$11,371,066 01	$8,256,532 84	$3,114,533 17	—
.....	.....	$254,704 09	$178,424 73	$76,279 36	B
.....	.....	116,545 71	149,722 43	D 33,176 72	B
.....	.....	3,509 39	2,527 40	981 99	C
.....	.....	$374,759 19	$330,674 56	$44,084 63	—
$10,137 37	$10,420 98	$20,697,445 93	$16,564,206 65	$4,133,239 28	—
$259,988 80	$260,272 41	$43,955,505 10	$34,513,089 59	$9,442,415 51	—

[1] Includes an undistributed credit of $125,000 applicable to prior year for back time pay which was ordered by R. R. Labor Board of Federal Railroad Administration.
[2] See note 10 on first double page of this table.

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TABLE XIV. Operating expenses, 1920: (A) Summary for all corporations

Operating Street Railways	Injuries and Damages		
	Total, 1920	Total, 1919	Increase 1920 over 1919
Rapid Transit			
Interborough Rapid Transit	*$830,264 78*	*$764,055 01*	*$66,209 77*
Rapid Transit (Subway div.)	502,236 80	446,917 96	55,318 84
Manhattan (Elevated div.)	328,027 98	317,137 05	10,890 93
New York Consolidated, Receiver	[2] 407,813 68	[2] 492,390 53	D 84,576 85
Hudson & Manhattan [1]	46,550 79	22,789 66	23,761 13
Total	$1,284,629 25	$1,279,235 20	$5,394 05
Manhattan and Bronx Surface			
Third Avenue	$140,618 11	$177,077 10	D $36,458 99
Belt Line	36,320 45	44,647 43	D 8,326 98
Dry Dock, E. B'way & B	45,556 09	36,961 09	8,595 00
42d St., Manh. & St. N. Ave	101,601 38	82,742 27	18,859 11
Mid-Crosstown (*to Aug. 9, '19*)	138 09	3,037 52	D 2,899 43
New York City Interborough	81,796 03	77,576 76	4,219 27
Pelham Park & City Island (*to Aug. 9, '19*)	111 02	3,560 08	D 3,449 06
Southern Boulevard	40,765 76	26,148 44	14,617 32
Union	238,050 03	274,671 53	D 36,621 50
Westchester Electric	56,492 23	41,949 86	14,542 37
3d Ave. system in city	*741,449 19*	*768,372 08*	*26,922 89*
Brooklyn & North River (*to Oct. 5, '19*)	[3] 18,681 63	15,346 01	D 3,335 62
Second Avenue, Receiver	45,859 86	58,360 14	D 12,500 28
New York Railways, Receiver	729,473 38	941,850 67	D 212,377 29
Eighth Avenue (*from Aug. 1, '19*)	11,993 56	.....	11,993 56
Ninth Avenue (*from Oct. 1, '19*)	1,927 67	.....	1,927 67
N. Y. & Harlem (*from Feb. 1, '20*)	46,557 26	.....	46,557 26
Total	$1,595,942 55	$1,783,928 90	D $187,986 35
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	[2,4] $251,534 92	.....	$251,534 92
Brooklyn Heights, Receiver	[2] 62,866 86	[2] $448,066 38	D 385,199 52
Bridge Operating [15]	[2] 1,287 21	[2] 3,636 91	D 2,349 70
Brooklyn, Queens Co. & Sub., Receiver	[2] 46,693 13	[2] 90,976 02	D 44,282 89
Coney Island & Brooklyn	[2] 67,995 49	[2] 142,113 71	D 74,118 22
Coney Island & Gravesend	[2] 10,760 73	[2] 3,936 67	6,824 06
Nassau Electric, Receiver	[2] 169,024 19	[2] 281,917 19	D 112,893 00
South Brooklyn	[2] 24,033 45	[2] 45,282 06	D 21,248 61
Brooklyn Rapid Transit surface	*634,195 98*	*1,015,928 94*	*D 381,733 96*
Bush Terminal	.....	.....	.....
Manhattan Bridge 3-Cent line	5,255 00	1,179 25	4,075 75
Marine	365 00	.....	365 00
Van Brunt St. & Erie Basin	1,896 14	1,561 80	334 34
Other Brooklyn surface	*7,516 14*	*2,741 05*	*4,775 09*
New York & Queens County	82,467 13	99,567 69	D 17,100 56
Long Island Electric	13,477 46	22,109 54	D 8,632 08
New York & Long Island	38,260 21	31,148 47	7,111 74
Ocean Electric	17,397 01	6,063 71	11,333 30
New York & North Shore (*to May 3, '20*)	5,741 11	6,508 08	D 766 97
Manhattan & Queens, Receivers	12,921 24	14,956 74	D 2,035 50
Other Queens surface	*170,264 16*	*180,354 23*	*D 10,090 07*
Total	$811,976 28	$1,199,024 22	D $387,047 94
Richmond Surface			
Richmond Light & R. R., Receiver	$40,871 91	$52,894 37	D $12,022 46
Staten Island Midland, Receiver	24,608 92	24,869 52	D 260 60
Southfield Beach	961 01	66 71	894 30
Total	$66,441 84	$77,830 60	D $11,388 76
Total, street-surface lines	$2,474,360 67	$3,060,783 72	D $586,423 05
Grand total	$3,758,989 92	$4,340,018 92	D $581,029 00

[1] Under Federal Administration until March 1, 1920. [2] Includes charges concurrently credited to Employers' Liability Reserve made on the basis of ultimate liability (as estimated at time of accident to employee). [3] Includes injuries to persons and property, Cr. $1,622.71. [4] Includes respondent's share of some settlements made by Brooklyn Rapid Transit Company. [5-16] In-

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by accounts of class C classification (the least detailed) — Continued

Traffic Expenses			General and Miscellaneous Expenses			
Total, 1920	Total, 1919	Increase 1920 over 1919	Administration	Insurance	Miscellaneous expenses of general management (incl. relief dept. and pensions)	General amortization
$1,100 33	*$3,616 57*	*D $2,516 24*	*$764,284 68*	*$118,500 45*	*$296,234 66*	.....
859 55	934 01	D 74 46	[5] 417,631 14	44,757 24	170,377 76	.....
240 78	2,682 56	D 2,441 78	[6] 346,653 54	73,743 21	125,856 90	.....
5,872 21	.....	5,872 21	[7] 330,477 43	55,558 63	[8] 203,588 01	.....
.....	.....	.....	[9] 149,152 97	2,739 86	42,767 39	.....
$6,972 54	$3,616 57	$3,355 97	$1,243,915 08	$176,798 94	$542,590 06	.....
.....	.....	.....	$82,918 50	$26,712 35	$41,769 71	.....
.....	.....	.....	12,172 62	4,024 13	3,206 62	.....
.....	.....	.....	11,222 33	3,943 65	3,617 77	.....
.....	.....	.....	38,399 36	2,189 68	10,926 47	.....
.....	.....	.....	127 91	10 64	36 54	.....
.....	.....	.....	16,213 48	766 98	2,848 61	.....
.....	.....	.....	60 92	18 15	Cr 15 36	.....
.....	.....	.....	5,143 08	652 99	1,854 31	.....
.....	.....	.....	60,525 18	6,153 42	14,718 90	.....
.....	.....	.....	13,463 57	962 67	9,466 07	.....
.....	.....	.....	*240,846 95*	*45,434 66*	*88,429 64*	.....
.....	.....	.....	[9] 1,147 93	.....	368 04	.....
.....	.....	.....	36,096 07	8,817 88	1,208 23	.....
.....	.....	.....	[10] 384,349 60	46,430 41	65,114 22	.....
.....	.....	.....	52,165 28	14,918 70	1,058 81	.....
.....	.....	.....	11,582 22	5,605 48	340 50	.....
$69 70	.....	$69 70	15,965 85	1,250 00	278 51	.....
$69 70	.....	$69 70	$741,553 90	$122,457 13	$156,797 95	.....
$12 73	.....	$12 73	[11] $167,003 61	$19,437 67	$35,756 45	.....
.....	.....	.....	[12] 47,126 94	11,055 47	50,826 41	.....
.....	.....	.....	5,063 34	960 60	66 00	.....
.....	.....	.....	[13] 36,479 33	4,560 65	21,522 25	.....
140 47	$373 80	D 233 33	[14] 41,923 22	8,923 51	27,386 19	.....
.....	.....	.....	[15] 2,601 07	419 00	1,114 72	.....
.....	.....	.....	[16] 87,516 08	20,660 04	55,202 82	.....
7 00	.....	7 00	[17] 10,713 69	8,200 00	2,814 89	.....
160 20	*373 80*	*D 213 60*	*398,447 28*	*74,216 94*	*195,189 73*	.....
.....	.....	.....	19,288 01	199 00	6,949 01	$2,040 00
5 00	15 00	D 10 00	[18] 17,739 86	1,752 16	462 54	6,380 00
.....	.....	.....	286 00	25 78	629 87	.....
.....	.....	.....	7,336 87	1,630 39	1,546 74	.....
5 00	*15 00*	*D 10 00*	*44,650 74*	*3,607 33*	*9,588 16*	*8,420 00*
.....	.....	.....	38,456 10	10,619 99	3,496 86	.....
.....	.....	.....	7,363 10	1,368 65	950 99	.....
.....	.....	.....	11,033 91	1,876 76	1,561 88	.....
.....	26 75	D 26 75	1,041 76	1,256 23	11 70	.....
.....	.....	.....	11,778 68	1,273 33	826 96	.....
86 05	251 80	D 165 75	15,013 54	4,287 16	1,893 61	.....
86 05	*278 55*	*D 192 50*	*84,687 09*	*20,687 12*	*8,748 00*	.....
$251 25	$667 35	D $416 10	$527,785 11	$98,511 39	$213,519 89	$8,420 00
$886 64	$504 82	$381 82	$20,183 65	$11,061 24	[20] $2,417 90	.....
.....	1,548 08	D 1,548 08	5,986 34	4,287 50	673 68	.....
.....	.....	.....	1,391 52	250 68	159 10	.....
$886 64	$2,052 90	D $1,166 26	$27,561 51	$15,599 42	$3,250 68	.....
$1,207 59	$2,720 25	D $1,512 66	$1,296,900 52	$236,567 94	$373,568 52	$8,420 00
$8,180 13	$6,336 82	$1,843 31	$2,540,815 60	$413,366 88	$916,158 58	$8,420 00

cludes "joint general expense"—[4] Cr $36,268.17. [6] Dr $36,268.17. [7] Cr $1,529.88. [8] Dr $22,685,07. [9] Dr $14.25. [10] Cr $195.98. [11] Cr $660.06. [12] Cr $1,667.24. [13] Cr $130.03. [14] Cr $149.76. [15] Cr $5.37. [16] Cr $425.72. [17] Cr $15.28. [18] Cr $440.04. [19] See note 10 on first double page of this table. [20] Includes rent $521.38.

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TABLE XIV. Operating expenses, 1920: (A) Summary for all corporations

Operating Street Railways	General and Miscel.		
	General stationery and printing	Store and stable expenses	Undistributed adjustments balance
Rapid Transit			
Interborough Rapid Transit	*$15,642 13*	*$223,534 14*	.....
Rapid Transit (Subway div.)	9,002 81	128,113 15	.....
Manhattan (Elevated div.)	6,639 32	95,420 99	.....
New York Consolidated, Receiver	35,412 43	110,269 83	Cr $257 46
Hudson & Manhattan[2]	15,984 11	14,707 40	.....
Total	$67,038 67	$348,511 37	Cr $257 46
Manhattan and Bronx Surface			
Third Avenue	$6,101 02	$29,516 82	Cr $8,228 70
Belt Line	1,308 48	2,892 79	Cr 79
Dry Dock, E. B'way & B	1,006 86	2,483 02	Cr 06
42d St., Manh. & St. N. Ave	3,908 42	8,677 29	Cr 49
Mid-Crosstown (*to Aug. 9, '19*)	7 13	8 85	.....
New York City Interborough	1,657 90	1,703 21	Cr 19 20
Pelham Park & City Island (*to Aug. 9, '19*)	3 55	11 76	.....
Southern Boulevard	740 90	2,057 11	.....
Union	5,655 79	14,154 16	Cr 1,805 06
Westchester Electric	1,172 14	1,692 75	Cr 95 99
3d Ave. system in city	*21,562 19*	*63,197 76*	*Cr 10,150 29*
Brooklyn & North River (*to Oct. 5, '19*)	27 15	.....	.....
Second Avenue, Receiver	589 12	4,815 18	Cr 113 75
New York Railways, Receiver	5,963 50	116,927 21	.....
Eighth Avenue (*from Aug. 1, '19*)	2,977 18	.....	Cr 72 69
Ninth Avenue (*from Oct. 1, '19*)	778 06	.....	Cr 1 37
N. Y. & Harlem (*from Feb. 1, '20*)	4,898 51	978 05	.....
Total	$36,795 71	$185,918 20	Cr $10,338 10
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	$13,436 58	$35,331 49	Cr $57 81
Brooklyn Heights, Receiver	5,312 72	14,969 59	Cr 62 23
Bridge Operating[3]	10 40	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	3,879 96	10,043 40	Cr 23 49
Coney Island and Brooklyn	4,263 50	11,855 25	Cr 28 60
Coney Island and Gravesend	191 19	462 43	Cr 1 32
Nassau Electric, Receiver	11,522 26	33,342 12	Cr 78 29
South Brooklyn	1,449 81	1,562 15	Cr 4 54
Brooklyn Rapid Transit surface	*40,066 42*	*107,566 43*	*Cr 256 28*
Bush Terminal	5,295 14	.....	.....
Manhattan Bridge 3-Cent Line	402 05	.....	Cr 26 34
Marine	.....	.....	.....
Van Brunt St. & Erie Basin	300 06	.....	.....
Other Brooklyn surface	*5,997 25*	.....	*Cr 26 34*
New York & Queens County	1,900 00	12,384 42	2,897 70
Long Island Electric	1,007 41	502 12	372 94
New York and Long Island	1,612 51	1,311 79	1,783 48
Ocean Electric	65 61	.....	.....
New York & North Shore (*to May 3, '20*)	293 20	.....	.....
Manhattan & Queens, Receivers	663 55	2,381 55	.....
Other Queens surface	*5,543 28*	*16,579 88*	*5,054 12*
Total	$51,605 95	$124,146 31	$4,771 50
Richmond Surface			
Richmond Light & R. R., Receiver	$1,458 35	$1,995 58	.....
Staten Island Midland, Receiver	360 53	1,031 70	.....
Southfield Beach	106 46	.....	.....
Total	$1,925 34	$3,027 28	.....
Total, street-surface lines	$90,327 00	$313,091 79	Cr $5,566 60
Grand total	$157,365 67	$661,603 16	Cr $5,824 06

[1] See note 2 on first double page of this table.
[2] Under Federal Administration until March 1, 1920.
[3] See note 10 on first double page of this table.

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by accounts of class C classification (the least detailed) — Concluded

LABOUR EXPENSES — *Concluded*			GRAND TOTAL			Accounting class of company[1]
Total, 1920	Total, 1919	Increase 1920 over 1919	1920	1919	Increase 1920 over 1919	
$1,418,196 06	*$1,197,217 96*	*$220,978 10*	*$31,695,208 98*	*$26,253,326 40*	*$5,441,882 58*	*A*
769,882 10	585,566 86	184,315 24	18,161,487 35	14,377,898 99	3,783,588 36	—
648,313 96	611,651 10	36,662 86	13,533,721 63	11,855,427 41	1,678,294 22	—
735,048 87	437,583 42	297,465 45	15,077,529 06	10,606,731 17	4,470,797 89	A
225,351 73	158,893 40	66,458 33	3,736,690 81	3,004,606 68	732,084 13	A
$2,378,596 66	$1,793,694 78	$584,901 88	$50,509,428 85	$39,844,664 25	$10,664,764 60	—
$178,789 70	$155,552 87	$23,236 83	*$2,719,211 27	* $2,264,792 98	$454,418 29	A
23,603 85	27,517 71	D 3,913 86	* 451,180 79	* 389,510 32	61,670 47	A
22,273 57	21,543 75	729 82	* 635,412 03	* 445,636 50	189,775 53	A
64,100 73	51,336 08	12,764 65	*1,239,576 98	* 1,113,522 54	126,054 44	A
191 07	2,176 92	D 1,985 85	* 8,291 39	* 54,742 37	D 46,450 98	A
23,170 98	20,167 55	3,003 43	* 683,599 54	* 604,805 26	78,794 28	A
79 02	1,030 63	D 951 61	3,237 39	* 29,022 38	D 25,784 99	A
10,448 39	8,621 27	1,827 12	* 352,377 57	* 206,356 68	146,020 89	A
99,402 39	105,518 15	D 6,115 76	* 2,498,678 00	* 2,228,813 21	269,864 79	A
26,661 21	22,678 34	3,982 87	622,062 39	493,601 96	128,460 43	A
448,720 91	*416,143 27*	*32,577 64*	*9,213,687 35*	*7,830,804 20*	*1,382,883 15*	—
1,543 12	2,357 46	D 814 34	* 76,032 53	* 227,838 64	D 151,806 11	C
51,412 73	47,075 53	4,337 20	* 849,930 16	* 687,838 51	162,091 65	A
618,784 94	679,292 60	D 60,507 66	9,802,538 76	9,921,411 17	D 118,872 41	A
71,047 28	.....	71,047 28	* 1,044,888 12	.....	1,044,888 12	A
18,304 89	.....	18,304 89	* 323,920 04	.....	323,920 04	A
23,370 92	.....	23,370 92	* 654,556 14	.....	654,556 14	A
$1,233,184 79	$1,144,868 86	$88,315 93	$21,965,493 10	$18,667,892 52	$3,297,600 58	—
$270,907 99	.....	$270,907 99	$6,395,043 67	.....	$6,395,043 67	A
128,728 90	$237,548 29	D 108,819 39	2,650,780 50	$6,379,733 29	D 3,728,952 79	A
6,120 34	6,231 31	D 110 97	* 206,698 34	* 165,508 52	41,189 82	A
76,462 10	43,778 03	32,684 07	1,702,246 49	1,176,751 89	525,494 60	A
94,323 07	65,978 87	28,344 20	2,046,216 34	1,447,641 60	598,574 74	A
4,787 09	3,706 40	1,080 69	102,603 46	58,404 66	44,198 80	A
208,165 03	144,741 62	63,423 41	5,813,005 85	4,070,685 49	1,742,320 36	A
25,736 00	25,967 99	D 231 99	672,008 40	582,347 70	89,660 70	A
815,230 52	*527,952 51*	*287,278 01*	*19,588,603 05*	*13,881,073 15*	*5,707,529 90*	—
33,771 16	31,894 82	1,876 34	165,872 17	131,613 98	34,258 19	C
26,710 27	18,629 43	8,080 84	187,304 62	117,598 36	69,706 26	B
941 65	1,125 42	D 183 77	* 12,581 67	* 13,979 99	D 1,398 32	C
10,814 06	10,540 89	273 17	66,591 30	53,778 77	12,812 53	C
72,257 14	*62,190 56*	*10,046 58*	*432,349 76*	*316,971 10*	*115,378 66*	—
69,755 07	68,925 22	829 85	1,288,141 13	1,206,322 16	81,818 97	A
11,565 21	9,722 88	1,842 33	279,634 12	246,510 89	33,123 23	B
19,180 33	16,717 02	2,463 31	536,405 62	496,722 63	39,682 99	B
2,375 30	646 29	1,729 01	190,867 03	107,274 82	83,592 21	B
14,177 17	15,417 79	D 1,240 62	124,615 52	147,158 48	D 22,542 96	B
24,239 41	23,078 03	1,161 38	* 245,385 88	* 232,158 34	13,227 54	B
141,292 49	*134,507 23*	*6,785 26*	*2,665,049 30*	*2,436,147 32*	*228,901 98*	—
$1,028,760 15	$724,650 30	$304,109 85	$22,686,002 11	$16,634,191 57	$6,051,810 54	—
$37,116 72	$35,399 20	$1,717 52	$608,659 39	$462,278 67	$146,380 72	B
12,339 75	25,746 96	D 13,407 21	280,283 11	369,046 28	D 88,763 17	B
1,907 76	945 97	961 79	* 9,736 02	* 6,933 86	2,802 16	C
$51,364 23	$62,092 13	D $10,727 90	$898,678 52	$838,258 81	$60,419 71	—
$2,313,309 17	$1,931,611 29	$381,697 88	$45,550,173 73	$36,140,342 90	$9,409,830 83	—
$4,691,905 83	$3,725,306 07	$966,599 77	$96,059,602 58	$75,985,007 15	$20,074,595 43	—

* See note on Depreciation on first double page of this table.

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TABLE XIV. Operating expenses, 1920:

Name of Account	Interborough Rapid: Subway division	Interborough Rapid: Elevated division
Maintenance of Way and Structures		
Superintendence of way and structures	$161,035 92	$104,666 60
Ballast	192 10	.....
Ties	29,854 13	15,064 40
Rails	70,093 92	7,064 03
Rail fastenings and joints	49,838 77	24,167 69
Special work	23,272 87	1,317 04
Underground construction	.....	.....
Roadway and track labor	447,975 50	272,195 70
Paving	.....	.....
Miscellaneous roadway and track expenses	28,262 96	35,765 78
Cleaning and sanding track	5,188 64	2,311 35
Removal of snow, ice and sand	5,031 71	6,891 68
Repairs of tunnels	291,461 91	7 23
Repairs of elevated structures and foundations	41,229 57	186,751 13
Repairs of bridges, trestles and culverts	306 78	10,969 08
Repairs of crossings, fences and signs	.....	.....
Repairs of signals and interlocking systems	372,275 87	205,201 13
Telephone and telegraph repairs	20,432 27	15,359 61
Other miscellaneous way expenses	19,924 71	50,072 33
Pole and fixture repairs	.....	.....
Underground conduit repairs	7,746 13	9,905 35
Transmission system repairs	23,756 59	2,406 15
Distribution system repairs	27,651 61	331 70
Miscellaneous electric-line expenses	162,796 75	90,365 88
Repairs of buildings and structures	*259,555 27*	*$18,743 52*
Power-plant (including substation buildings)	35,116 62	10,092 00
Other buildings and structures	224,438 65	208,651 52
Joint way and structures	Cr 73,100 39	73,100 39
Depreciation of way and structures[4]	175,578 57	Cr 81,765 20
Total	$2,150,362 16	$1,250,892 57
Maintenance of Equipment		
Superintendence of equipment	$210,115 74	$149,100 29
Repairs of furnaces, boilers and accessories	145,068 74	119,645 64
Repairs of steam engines	22,598 70	8,643 65
Repairs of power-plant electric equipment	5,544 10	13,973 57
Repairs of miscellaneous power-plant equipment	8,402 92	6,869 14
Repairs of sub-station equipment	22,548 27	6,358 87
Repairs of passenger and combination cars	1,128,623 49	709,229 95
Repairs of freight, express and mail cars	.....	.....
Repairs of locomotives	.....	1 98
Repairs of service cars	4,808 07	2,925 15
Repairs of electric (motor) equipment of cars	657,725 34	522,186 32
Repairs of electric equipment of locomotives	.....	.....
Repairs of shop machinery and tools	19,353 98	21,093 39
Shop expenses	228,484 43	280,967 52
Repairs of vehicles	4,281 58	2,863 25
Other miscellaneous equipment expense	6,098 71	4,957 30
Maintaining joint equipment	.....	.....
Depreciation of equipment	761,889 18	Cr 319,947 32
Total	$3,225,543 25	$1,528,868 70
Transportation Expenses — Operations of Power Plant		
Power-plant labor	$530,420 62	$431,355 57
Fuel for power	2,109,088 68	2,153,234 28
Water for power	18,728 94	10,167 12
Lubricants for power	15,276 14	9,317 62
Miscellaneous power-plant supplies and expenses	65,315 08	43,858 36
Sub-station labor	278,899 43	98,285 16
Sub-station supplies and expenses	20,616 41	16,741 57
Power purchased	18,167 46	4,200 90
Power exchanged — balance	697,906 40	Cr 697,906 40
Other operations	.....	.....
Total	$3,754,419 16	$2,069,254 18

[1] Under Federal Administration until March 1, 1920.
[2] Includes Yonkers and Hastings railways.
[3] Includes "tube cleaning," $34,538.43.
[4] Includes "tube cleaning," $102,473.18.
[5] Composed of Dr. $12,009.79, Cr. $41,049.31 and "other operations," Cr. $654.43.

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(B) Complete details for selected corporations

TRANSIT Total	Hudson & Manhattan[1]	New York Consolidated	Brooklyn Rapid Transit surface companies	Third Ave. system[2]	New York Railways
$265,702 52	$9,343 25	$105,701 37	$146,641 53	$101,094 70	$72,889 82
192 10	861 21	31 81	33,532 45	.....	.....
44,918 53	6,479 29	33,039 15	26,202 74	14,240 97	.....
77,157 95	17,758 82	3,732 78	29,127 11	23,569 97	Cr 805 11
74,006 46	5,588 44	35,706 97	50,720 95	17,448 38	5,047 59
24,589 91	17,748 41	17,407 54	74,574 37	6,644 54	37,034 80
.....	.....	.....	.....	11,355 22	12,643 68
720,171 20	44,617 04	265,951 68	474,253 37	207,995 21	225,536 29
.....	.....	9 22	449,308 35	527,691 08	245,280 96
64,028 74	2,618 64	20,682 66	80,324 61	27,955 97	24,155 75
7,499 99	35,717 85	8,563 89	75,378 61	[3] 82,206 84	60,442 64
11,923 39	2,324 28	47,748 94	196,639 09	282,381 20	[4] 330,596 63
291,469 14	114,542 01	44,048 68	Cr 423 10	.....	945 00
227,980 70	.....	105,567 34	216 74	.....	.....
11,275 86	.....	3,651 07	5,277 89	17,675 27	.....
.....	.....	4,133 34	3,277 87	.....	161 49
577,477 00	89,503 04	228,598 58	40,404 21	704 73	.....
35,791 88	7,930 00	14,938 08	515 53	.....	651 81
69,997 04	3,972 69	9,818 75	11,718 00	12,612 42	.....
.....	.....	2,427 26	20,231 37	14,752 76	.....
17,651 48	.....	5,026 43	8,509 85	1,052 92	6,148 20
26,162 74	.....	3,326 43	4,850 19	6,253 35	6,074 81
27,983 31	36,835 80	56,343 66	172,184 57	119,827 35	146,051 17
253,162 63	568 83	3,911 28	48,610 55	736 36	2 25
478,298 79	*123,498 65*	*184,056 36*	*121,438 13*	*110,736 39*	*99,581 58*
45,208 62	14,368 68	.....	———	680 02	3,238 20
433,090 17	109,129 97	184,056 36	———	110,046 37	96,343 38
.....	.....	.....	.....	20,571 18	Cr [5] 29,693 95
93,813 37	61,745 04	395,320 46	112,500 00	.....	777,912 49
$3,401,254 73	$581,653 29	$1,599,743 73	$2,186,008 98	$1,607,496 81	$2,020,659 90
$359,216 03	$12,875 92	$39,940 14	$39,393 59	$40,299 02	$89,878 11
264,714 38	73,499 32	.....	.....	.....	.....
31,242 35	9,632 18	.....	.....	.....	.....
19,517 67	15,977 92	.....	.....	.....	.....
15,272 06	29,485 05	.....	.....	.....	40 37
28,907 14	464 56	.....	.....	7,105 62	8,504 89
1,837,853 44	338,946 77	1,632,181 83	1,922,093 89	684,667 48	534,764 33
.....	.....	.....	45,444 30	.....	.....
1 98	.....	160 15	2,646 77	.....	.....
7,733 22	66 34	16,208 38	55,299 30	38,258 30	3,804 95
1,179,911 66	52,474 01	770,833 76	859,690 88	339,811 24	461,398 12
.....	.....	579 30	1,592 09	.....	.....
40,447 37	3,531 39	62,915 03	29,125 39	6,592 35	10,391 56
509,451 95	63,534 33	446,192 71	416,559 90	65,208 28	87,928 56
7,144 83	.....	22,190 90	30,895 49	36,031 40	37,666 57
11,056 01	.....	06	Cr 72 79	1,007 00	20,118 83
.....	.....	.....	Cr 2,500 00	.....	Cr [7] 621 49
441,941 86	63,271 92	Cr 881,731 67	117,500 00	.....	190,463 82
$4,754,411 95	$663,759 81	$2,109,470 59	$3,517,668 81	$1,218,980 69	$1,444,338 62
$961,776 19	$209,137 47	$5,780 65	.....	.....	$17,389 57
4,262,322 96	494,437 27	.....	.....	.....	.....
28,896 06	10,167 06	.....	.....	.....	.....
24,593 76	1,466 13	.....	.....	.....	.....
109,173 44	7,509 75	.....	.....	$149 23	3,478 85
377,184 59	39,285 02	.....	.....	71,888 84	89,130 35
37,357 98	3,760 68	.....	$1,716,143 71	4,930 80	2,822 64
22,368 36	678 00	3,968,057 02	827,591 63	805,374 08	1,052,209 84
.....	928 00	.....	.....	Cr 2,291 68	Cr 63,317 42
.....	Cr 94,003 26	.....	.....	[8] 43,382 67	Cr 37,934 81
$5,823,673 34	$673,366 12	$3,973,837 67	$2,543,735 34	$923,433 94	$1,063,779 02

[6] See note on Depreciation, Div. A. Credit entries (Cr) indicate that the expenditures for maintenance have exceeded the estimated Depreciation (including maintenance), the excess being drawn from the Depreciation reserve.

[7] "Other operations."

[8] "Storage battery maintenance."

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TABLE XIV. Operating expenses, 1920: (B) Complete

Name of Account	Interborough Rapid	
	Subway division	Elevated division
Transportation Expenses — Operation of Cars		
Superintendence of transportation	$290,796 20	$307,578 59
Passenger motormen	824,903 17	1,063,612 89
Surface-car conductors	.....	.....
Elevated and subway trainmen [2]	3,188,073 65	3,137,505 15
Freight and express motormen and trainmen	.....	.....
Miscellaneous car-service employees	17,969 66	23,698 75
Miscellaneous car-service expenses	228,880 16	157,182 70
Station employees	2,172,531 44	1,909,737 96
Station expenses	112,961 44	113,533 94
Car-house employees	634,067 56	319,345 01
Car-house expenses	.....	.....
Operation of signal and interlocking systems	498,411 42	366,494 10
Operation of telephone and telegraph systems	21,681 21	16,278 21
Other transportation expenses	17,759 85	43,304 73
Joint operation of cars	Cr 249,851 43	249,851 43
Total	$7,758,184 33	$7,708,123 46
Injuries to Persons and Damages to Property		
Claim-department expense	$47,838 10	$30,585 02
Medical expense	16,867 40	10,784 08
Claims for injuries to employees	58,842 05	37,620 32
Other injuries and damages	254,882 67	164,615 07
Law expenses in connection with damages	*117,618 65*	*80,467 28*
Salaries and expenses of attorneys	110,015 35	75,606 16
Court cost and expenses	6,805 57	4,351 10
Law printing	797 73	510 02
Other expenses	6,187 93	3,956 21
Reserved	.....	.....
Total	$502,236 80	$328,027 98
Traffic Expenses		
Superintendence and solicitation	.....	.....
Advertising	$359 55	$240 78
Parks and other attractions	.....	.....
Miscellaneous traffic expenses	.....	.....
Total	$859 55	$240 78
General and Miscellaneous		
Salaries and expenses of general officers	$51,396 29	$34,264 12
Salaries and expenses of general-office clerks	257,618 08	171,685 87
General office supplies and expenses	63,445 38	50,665 92
General law expenses	81,439 56	53,769 46
Insurance	44,757 24	73,743 21
Relief department and pensions	15,352 68	17,560 98
Miscellaneous general expenses	155,025 08	108,295 92
Joint general expenses	Cr 36,268 17	36,268 17
General stationery and printing	9,002 81	6,639 32
Store expenses	128,113 15	95,420 99
Stable expenses	.....	.....
Undistributed adjustments — balance	.....	.....
Total	$769,882 10	$648,313 96
Grand total	$18,161,487 35	$13,533,721 63

[1] Under Federal Administration until March 1, 1920.
[2] See note 2 on preceding double-page.

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details for selected corporations — Concluded

Transit Total	Hudson & Manhattan [1]	New York Consolidated	Brooklyn Rapid Transit surface companies	Third Ave. system [2]	New York Railways
$598,374 79	$116,912 89	$378,168 30	$1,095,362 21	$382,833 64	$370,898 71
1,888,516 06	194,448 20	1,054,184 28	3,902,098 77	1,673,781 14	1,525,293 46
.....	149,296 75	.....	3,704,001 73	1,543,326 41	1,455,001 84
6,325,578 80	371,742 38	2,473,471 81	2,694 29	.....	.....
.....	.....	.....	196,892 89	.....	.....
41,668 41	88,539 71	246,097 25	214,378 47	122,020 39	54,658 77
386,062 86	23,211 64	161,170 76	283,344 51	106,010 14	157,232 03
4,082,269 40	358,058 42	1,403,637 48	49,036 41	1,392 19	.....
226,495 38	36,826 67	118,579 33	45,801 62	1,172 26	.....
953,412 57	178,377 21	140,796 00	243,946 25	156,085 26	296,718 66
.....	13,172 74	1,199 84	76,345 43	50,483 14	40,368 05
864,905 52	96,769 79	216,746 98	7,211 18	.....	.....
37,959 42	5,857 37	22,117 57	20,681 60	.....	7,633 59
61,064 58	37,795 30	29,572 71	50,116 95	65,887 86	17,607 79
.....	[4] Cr 125,000 00	.....	Cr 309 09	.....	.....
$15,466,307 79	$1,546,009 07	$6,245,742 31	$9,891,603 22	$4,102,992 43	$3,925,502 90
$78,423 12	$8,021 74	$54,835 37	$82,840 16	$92,017 86	$34,631 35
27,651 48	1,666 65	11,348 58	16,915 14	31,505 87	25,985 38
96,462 37	9,441 70	56,017 51	66,324 63	22,476 87	16,430 53
419,497 74	23,679 12	77,181 86	238,573 99	549,451 40	242,839 39
198,085 93	*3,057 89*	*208,486 79*	*135,152 85*	*113,739 01*	*117,907 30*
185,621 51	2,361 70	158,028 18	92,241 41	70,562 55	116,366 82
11,156 67	408 59	45,738 34	37,687 38	36,770 53	1,087 63
1,307 75	267 60	4,660 27	5,224 06	6,405 93	452 85
10,144 14	703 69	3 57	3 43	8,420 53	6,233 38
.....	.....	.....	94,385 78	14,803 42	235,446 05
$830,264 78	$46,550 79	$407,813 68	$634,195 98	$832,414 96	$729,473 38
.....	.....	$3 26	.....	.....	.....
$1,100 33	.....	5,867 90	.....	.....	.....
.....	.....	.....	$140 47	.....	.....
.....	.....	1 05	19 73	.....	.....
$1,100 33	.....	$5,872 21	$160 20	.....	.....
$85,660 41	$50,374 61	$68,897 03	$104,124 26	$74,005 36	$57,471 36
429,303 95	58,473 77	142,242 26	153,868 08	121,382 21	231,469 91
114,111 30	3,174 80	75,181 50	62,570 80	30,284 07	41,025 55
135,209 02	14,444 72	45,686 52	80,937 60	35,401 39	54,578 76
118,500 45	2,739 86	55,558 63	74,216 94	46,900 88	46,430 41
32,913 66	11,605 95	72,392 74	72,849 37	15,958 53	28,917 42
263,321 00	31,161 44	131,195 27	122,340 36	80,448 73	36,196 80
.....	22,685 07	Cr 1,529 88	Cr 3,053 46	.....	Cr 195 98
15,642 13	15,984 11	35,412 43	40,066 42	23,364 02	5,963 50
223,534 14	14,707 40	95,417 69	92,078 49	41,557 41	96,023 06
.....	.....	14,852 14	15,487 94	27,951 31	20,904 15
.....	.....	Cr 257 46	Cr 256 28	Cr 10,170 65	.....
$1,418,196 06	$225,351 73	$735,048 87	$815,230 52	$487,063 26	$618,784 94
$31,695,208 98	$3,736,690 81	$15,077,529 06	$19,588,603 05	$9,172,402 09	$9,802,538 76

[3] Includes conductors, guards and other passenger trainmen, except motormen, who are shown separately.
[4] To cancel 1919 debit for back time pay.

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TABLE XV. TAXES,
(Cents included in tabulation, but omitted in

Operating Street Railway	Local				
	Real estate	Corporate real property	Special franchise	Personal property	Car license
Rapid Transit					
Interborough Rapid Transit	*$421,011*	*$131,688*	*$1,512,023*	.....	.....
Subway div	142,656	8,865	.....	.....	.....
Elevated div	278,354	122,822	1,512,023	.....	.....
New York Consolidated, Receiver	36,182	360,600	376,396	.....	.....
Hudson & Manhattan	6,046	24,192	197,433	$40	.....
Total	$463,240	$516,481	$2,085,853	$40	.....
Manhattan and Bronx Surface					
Third Avenue	$137,965	.....	$102,300	$235	$3,230
Belt Line	15,851	.....	17,699	.....	2,600
Dry Dock, E. B'way & B	21,361	.....	17,095	.....	4,050
42d St., Manh. & St. N. Ave	5,720	.....	.....	.....	.....
Mid-Crosstown	.....	.....	.....	.....	.....
New York City Interborough	.....	.....	.....	.....	.....
Pelham Park & City Island	.....	.....	153	.....	.....
Southern Boulevard	.....	.....	.....	.....	.....
Union	16,467	.....	4,201	.....	.....
Westchester Electric	5,194	.....	11,101	.....	.....
3d Ave. system in city	*202,560*	.....	*152,552*	*235*	*9,880*
Brooklyn & North River	.....	.....	189	.....	.....
Second Avenue, Receiver	34,336	.....	29,161	.....	.....
New York Railways, Receiver	381,048	$114	145,219	.....	30,032
Eighth Avenue	19,129	.....	51,956	.....	3,895
Ninth Avenue	.....	.....	30,082	.....	600
N. Y. & Harlem	.....	.....	20,000	.....	.....
Total	$637,074	$114	$429,163	$235	$44,408
Brooklyn and Queens Surface					
Brooklyn City	$91,903	$8,512	$120,912	.....	$11,054
Brooklyn Heights, Receiver	47,388	4,076	68,043	.....	4,772
Bridge Operating	.....	.....	.....	$1,214	.....
Bklyn., Queens Co. & Sub., Receiver	11,214	7,306	27,889	.....	2,453
Coney Island & Brooklyn, Receiver	36,207	526	22,563	.....	3,201
Coney Island & Gravesend	.....	.....	2,597	.....	100
Nassau Electric, Receiver	21,482	23,849	39,688	.....	10,020
South Brooklyn	146	95,486	635	.....	.....
Brooklyn Rapid Transit surface	*208,435*	*139,757*	*282,351*	*1,214*	*51,601*
Bush Terminal	.....	401	8,842	.....	.....
Manhattan Bridge 3-Cent Line	1,532	.....	2,515	1,082	.....
Marine	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	392	.....	2,141	.....	.....
Other Brooklyn surface	*1,924*	*401*	*15,499*	*1,082*	.....
New York & Queens County	11,743	4,607	21,001	.....	.....
Long Island Electric	1,367	1,310	4,031	.....	.....
New York & Long Island	4,200	4,200	9,230	.....	.....
Ocean Electric	374	.....	175	.....	.....
New York & North Shore	[15] 4,886	([15])	4,798	.....	.....
Manhattan & Queens, Receivers	.....	.....	9,006	.....	.....
Other Queens surface	*28,572*	*10,117*	*48,845*	.....	.....
Total	$232,929	$150,276	$344,074	$2,296	$31,601
Richmond Surface					
Richmond Light & R. R., Receiver	$1,859	$1,741	$16,766	.....	.....
Staten Island Midland, Receiver	2,989	617	12,430	.....	.....
Southfield Beach	.....	1,234	.....	.....	.....
Total	$4,848	$3,593	$29,196	.....	.....
Total street-surface lines	$874,852	$153,985	$802,434	$2,531	$76,010
Grand total	$1,338,092	$670,466	$2,888,287	$2,572	$76,010

[1] Includes adjustments to surplus for taxes applicable to prior years, taxes charged to tenant, taxes charged to suspense, etc.
[2] Includes capital stock tax.
[3] Includes bond interest payments, $27,750, subway division, $7,987.50; elevated division, $19,762.50.
[4] Consists of New Jersey taxes: State, $121,552.54; local, $60,534.98.
[5] Capital stock tax.
[6] Respondent reports no segregation between city gross earnings and bridge rentals. The levy for use of bridges for 1919 and 1920 is shown as $10,150.
[7] Stipulated rents.
[8] Represents adjustment of taxes on non-operating property.

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1920: (A) Tax charges
publication; totals include additions of cents)

Gross receipts, percentage of	Bridge tolls	Other	Total	State: Gross earnings	State: Excess dividends	Federal: Income	Federal: Capital stock	Total assignable to street railway operation	Other charges against income	Other charges[1]
.....	.....	.....	*$2,064,729*	*$360,482*	*[2]$104,312*	.....	*[3]$93,893*	*$2,623,410*	*$9,663*	.....
.....	.....	.....	151,522	160,800	50,312	.....	[3] 74,130	436,765	1,206	.....
.....	.....	.....	1,913,200	199,681	54,000	.....	[3] 19,762	2,186,645	8,456	.....
.....	$92,938	.....	866,118	106,735	.....	.....	.....	972,854	4,576	$726
.....	.....	[4]$182,087	409,799	164	[5] 235	$2,666	573	413,440	314,881	126,130
.....	$92,938	$182,087	$3,340,641	$467,382	$104,547	$2,666	$94,466	$4,009,706	$329,121	$126,857
$25,352	.....	.....	$269,063	$26,046	.....	.....	$5,275	$300,405	.....	.....
.....	.....	.....	36,151	5,790	.....	.....	612	42,553	.....	$10,521
436	.....	.....	42,943	6,393	.....	.....	.....	49,337	.....	.....
73,484	$424	.....	79,628	18,738	.....	.....	850	99,217	.....	13,074
252	.....	.....	252	48	.....	.....	.....	301	.....	.....
40,053	8,974	.....	49,028	8,101	.....	.....	366	57,496	.....	.....
Cr 9	.....	.....	144	25	.....	.....	.....	170	.....	.....
14,497	.....	.....	14,497	2,908	.....	.....	.....	17,405	.....	.....
[6]111,795	(6)	.....	132,463	30,205	.....	.....	186	162,855	.....	45,815
10,225	.....	.....	26,521	7,044	.....	.....	.....	33,566	.....	903
276,088	*9,399*	.....	*650,715*	*105,303*	.....	.....	*7,290*	*763,309*	.....	*70,315*
2,929	.....	.....	3,119	589	.....	.....	.....	3,709	.....	298
11,482	.....	.....	74,960	8,516	.....	.....	.....	83,496	.....	.....
146,837	.....	[7] $41,000	744,253	99,516	$8,745	$12,897	234	865,647	$81,480	28,598
.....	.....	.....	74,982	10,128	.....	.....	.....	85,111	29,616	.....
5,814	.....	.....	36,497	3,006	[5] 720	.....	.....	40,224	498	.....
.....	.....	.....	20,000	5,000	.....	.....	.....	25,000	2,703	.....
$443,153	$9,399	$41,000	$1,604,549	$232,061	$9,465	$12,897	$7,524	$1,866,498	$114,298	$99,212
$764	$28,205	.....	$261,443	$72,851	$10,800	$129,097	.....	$474,192	$3,152	$500,129
317	15,857	.....	140,455	31,715	6,445	54,902	.....	233,518	[8] Cr 1,319	16,201
.....	9,716	.....	10,930	201	.....	369	.....	11,501	.....	.....
3,955	14,410	.....	67,230	18,823	.....	.....	.....	86,053	4,873	.....
.....	14,260	.....	76,760	23,997	.....	.....	.....	100,758	464	.....
.....	.....	.....	2,697	1,446	.....	[9] 139	.....	4,283	.....	100
42,817	12,253	.....	150,111	64,134	.....	.....	.....	214,245	2,073	.....
.....	.....	.....	96,268	7,855	.....	.....	.....	104,124	6,345	390
47,855	*94,704*	.....	*805,897*	*221,026*	*17,245*	*184,508*	.....	*1,228,677*	*15,588*	*516,821*
.....	.....	[10] $7,448	16,692	2,134	.....	21	$15	18,863	.....	.....
12,052	[11] 9,256	.....	26,438	2,409	135	2,737	196	31,917	71	246
.....	.....	.....	.....	47	.....	.....	.....	47	.....	.....
.....	.....	.....	2,533	726	.....	1,220	157	4,638	66	.....
12,052	*9,256*	*7,448*	*45,665*	*5,318*	*135*	*3,978*	*353*	*55,465*	*138*	*246*
9,466	.....	.....	46,819	11,839	.....	.....	204	58,863	1,635	.....
3,643	.....	.....	10,352	3,050	.....	.....	570	13,973	.....	.....
.....	.....	[12] 7,529	25,159	5,370	.....	.....	1,701	32,231	.....	.....
2,606	.....	.....	3,156	1,632	.....	1,951	325	7,065	.....	.....
4,229	.....	.....	13,915	1,147	.....	.....	62	15,124	.....	3,585
.....	.....	.....	9,006	2,674	.....	.....	.....	11,680	.....	.....
19,947	.....	*7,529*	*108,410*	*25,713*	.....	*1,951*	*2,863*	*138,938*	*1,635*	*3,585*
$79,854	$103,960	$14,978	$959,973	$252,058	$17,380	$190,438	$3,231	$1,423,082	$17,362	$520,653
.....	.....	.....	$20,367	$5,635	.....	$4,800	[13] $981	$31,784	[14] $37,605	.....
.....	.....	.....	16,037	2,820	.....	.....	342	19,199	.....	.....
.....	.....	.....	1,234	30	.....	2,115	107	3,486	.....	.....
.....	.....	.....	$37,638	$8,486	.....	$6,915	$1,430	$54,470	$37,605	.....
$523,008	$113,360	$55,978	$2,602,161	$492,606	$26,845	$210,250	$12,186	$3,344,051	$169,267	$619,865
$523,008	$206,298	$238,065	$5,942,802	$959,989	$131,393	$212,917	$106,653	$7,353,757	$498,389	$746,723

[1] Special excise tax.
[10] Consists of: Passenger minimum, $700; Joint tracks with Brooklyn City R. R., $294.95; tax on trackage (linear feet), $6,453.24.
[11] Includes $2,919.96 terminal facilities.
[12] Franchise payments to City of New York.
[13] Consists of capital stock tax, $879.60, and tax on bonds and notes, $101.73.
[14] Consists of $36,975.43, taxes charged to outside operations, and $630.16 taxes charged to non-operating income. Excludes $1,635.20 reported as "contra," charged by company to both debit and credit side of schedule.
[15] Real estate tax includes corporate real property tax.

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TABLE XV. Taxes, 1920:
(Cents included in tabulation, but omitted in

Operating Street Railway	Local				
	Real estate	Corporate real property	Special franchise	Personal property	Car license
Rapid Transit					
Interborough Rapid Transit	*$433,539*	*$118,659*	*$1,510,728*	.....	.....
Subway division	148,298	7,129	.....	.....	.....
Elevated division	285,241	111,529	1,510,728	.....	.....
New York Consolidated, Receiver	.....	249	.....	.....	.....
Hudson & Manhattan	311,841	24,192	.....	$23	.....
Total	$745,381	$143,101	$1,510,728	$23	.....
Manhattan and Bronx Surface					
Third Avenue	$137,999	.....	$102,300	$239	$3,040
Belt Line	17,280	.....	17,699	.....	2,500
Dry Dock, E. B'way & B	21,361	.....	17,095	.....	4,400
42d St., Manh. & St. N. Ave	11,980	.....	.....	.....	.....
Mid-Crosstown	.....	.....	.....	.....	.....
New York City Interborough	.....	.....	.....	.....	.....
Pelham Park & City Island	.....	.....	.....	.....	.....
Southern Boulevard	.....	.....	.....	.....	.....
Union	[4] 18,207	.....	4,201	.....	.....
Westchester Electric	5,809	.....	11,218	.....	.....
3d Ave. system in city	*$12,638*	.....	*152,515*	*$239*	*9,940*
Brooklyn & North River	.....	.....	.....	.....	.....
Second Avenue, Receiver	.....	.....	.....	.....	.....
New York Railways, Receiver	12,132	$169	.....	.....	35,400
Eighth Avenue	354	.....	.....	.....	.....
Ninth Avenue	.....	.....	.....	.....	.....
N. Y. & Harlem	.....	.....	.....	.....	.....
Total	$225,125	$169	$152,515	$239	$45,340
Brooklyn and Queens Surface					
Brooklyn City	$10,912	.....	.....	.....	.....
Brooklyn Heights, Receiver	9,937	.....	.....	.....	$15,800
Bridge Operating	.....	.....	.....	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	.....	.....	.....	.....	2,480
Coney Island & Brooklyn, Receiver	.....	.....	.....	.....	3,180
Coney Island & Gravesend	.....	.....	$3,959	.....	100
Nassau Electric, Receiver	827	.....	.....	.....	9,960
South Brooklyn	125	$39,014	194	.....	.....
Brooklyn Rapid Transit surface	*$1,803*	*39,014*	*4,153*	.....	*31,520*
Bush Terminal	.....	401	8,842	.....	.....
Manhattan Bridge 3-Cent Line	[9] 1,911	.....	3,244	$1,922	.....
Marine	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	[11] 458	.....	2,141	.....	.....
Other Brooklyn surface	*2,369*	*401*	*14,228*	*1,922*	.....
New York & Queens County	.....	.....	.....	.....	.....
Long Island Electric	1,445	1,237	4,214	.....	.....
New York & Long Island	3,920	4,046	6,419	.....	.....
Ocean Electric	538	.....	174	.....	.....
New York & North Shore	.....	.....	.....	.....	.....
Manhattan & Queens, Receivers	.....	.....	.....	.....	.....
Other Queens surface	*5,905*	*5,284*	*10,808*	.....	.....
Total	$30,078	$44,700	$29,191	$1,922	$31,520
Richmond Surface					
Richmond Light & R. R., Receiver	$3,170	.....	[12] $16,445	.....	.....
Staten Island Midland, Receiver	.....	.....	.....	.....	.....
Southfield Beach	.....	$1,234	.....	.....	.....
Total	$3,170	$1,234	$16,445	.....	.....
Total, street-surface lines	$258,374	$46,103	$198,152	$2,161	$76,860
Grand total	$1,003,755	$189,205	$1,708,880	$2,184	$76,860

[1] Includes bond interest payments, $37,572.26; subway division, $19,325.46; elevated division, $18,246.80.
[2] New Jersey, state and local taxes: $109,254.52 for state; $54,040.64 "for taking districts levied on real estate used for railroad purposes."
[3] Capital stock tax.
[4] Of which, $1,740 was charged to tenant.
[5] Use of city streets.
[6] Stipulated rents.
[7] Special excise; paid under protest.
[8] Passenger minimum, $700; joint tracks with Brooklyn City R. R., $294.95; tax on trackage (linear feet), $5,259.80.

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(B) Tax payments
publication; totals include additions of cents)

				State			Federal			
Gross receipts, percentage of	Bridge tolls	Other	Total	Gross earnings	Excess dividends	Total	Income	Capital stock	Total	Grand total
.....	.....	.....	*$3,068,918*	*$312,859*	*$106,500*	*$419,359*	*$192,157*	*[1]$138,665*	*$330,823*	*$3,813,111*
.....	.....	.....	155,427	125,658	52,500	178,158	192,157	[1]120,418	312,576	646,163
.....	.....	.....	1,907,500	187,200	54,000	241,200	.....	[1]18,246	18,246	2,166,947
.....	$94,192	.....	94,441	88,699	5,670	94,369	.....	.....	.....	188,811
.....	.....	[2]$163,295	499,351	.....	[3]94	94	1,526	599	2,125	501,572
.....	$94,192	$163,295	$2,656,721	$401,558	$112,264	$513,823	$193,684	$139,264	$332,948	$3,503,494
$20,678	.....	.....	$264,256	$25,006	.....	$25,006	.....	$5,275	$5,275	$294,538
.....	.....	.....	37,479	5,439	.....	5,439	.....	612	612	43,531
301	.....	.....	43,158	5,233	.....	5,233	.....	.....	.....	48,391
71,738	$196	.....	83,915	17,031	.....	17,031	.....	850	850	101,798
.....	.....	.....	.....	368	.....	368	.....	.....	.....	368
36,613	8,625	.....	45,238	7,089	.....	7,089	.....	366	366	52,694
.....	.....	.....	.....	190	.....	190	.....	.....	.....	190
12,132	.....	.....	12,132	2,251	.....	2,251	.....	.....	.....	14,384
106,975	10,150	[5]$110	139,645	26,238	.....	26,238	.....	186	186	166,069
8,885	.....	.....	25,913	5,795	.....	5,795	.....	.....	.....	31,709
257,326	*18,971*	*110*	*651,741*	*94,645*	.....	*94,645*	.....	*7,290*	*7,290*	*753,677*
.....	.....	.....	.....	1,955	.....	1,955	.....	.....	.....	1,955
11,749	.....	.....	11,749	.....	.....	.....	.....	.....	.....	11,749
211,863	.....	[6]41,000	300,566	121,869	$11,463	133,333	$43,337	.....	43,337	477,237
.....	.....	.....	354	.....	.....	.....	.....	.....	.....	354
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
$480,939	$18,971	$41,110	$964,411	$218,471	$11,463	$229,935	$43,337	$7,290	$50,628	$1,244,974
.....	$25,640	.....	$36,553	.....	.....	.....	$31,566	.....	$31,566	$68,119
$1,037	19,570	.....	46,345	.....	.....	.....	.....	.....	.....	46,345
.....	8,686	.....	8,686	$301	.....	$301	526	.....	526	9,515
3,949	13,019	.....	19,449	14,694	.....	14,694	.....	.....	.....	34,143
.....	13,953	.....	17,133	18,975	.....	18,975	.....	.....	.....	36,109
.....	.....	.....	4,059	1,212	.....	1,212	[7]330	.....	330	5,601
43,093	12,006	.....	65,887	51,914	.....	51,914	.....	.....	.....	117,801
.....	.....	.....	39,334	7,777	$390	8,167	.....	.....	.....	47,501
48,079	*92,877*	.....	*237,448*	*94,875*	*390*	*95,265*	*32,423*	.....	*32,423*	*365,137*
.....	.....	[8]$6,254	15,499	2,529	.....	2,529	42	$15	57	18,086
7,834	[10]7,813	.....	22,225	1,518	135	1,653	2,033	338	2,371	26,250
.....	.....	.....	.....	47	.....	47	.....	.....	.....	47
.....	.....	.....	2,600	726	.....	726	1,220	157	1,377	4,705
7,834	*7,813*	*6,254*	*40,325*	*4,822*	*135*	*4,957*	*3,295*	*510*	*3,806*	*49,089*
.....	.....	.....	.....	11,153	.....	11,153	.....	204	204	11,358
3,128	.....	.....	10,026	2,375	.....	2,375	.....	770	770	13,171
.....	.....	[12]6,954	21,341	5,670	.....	5,670	.....	1,701	1,701	28,713
2,366	.....	.....	3,080	1,749	.....	1,749	1,596	399	1,995	6,826
.....	.....	.....	.....	.....	.....	.....	.....	62	62	62
.....	.....	.....	.....	2,670	.....	2,670	.....	.....	.....	2,670
5,494	.....	*6,954*	*34,448*	*23,619*	.....	*23,619*	*1,596*	*3,157*	*4,753*	*62,801*
$61,409	$100,190	$13,209	$312,222	$123,317	$525	$123,842	$37,315	$3,648	$40,964	$477,028
.....	.....	.....	$19,615	$9,282	.....	$9,282	$15,190	[14]$275	$15,465	[15]$44,363
[16]$1,522	.....	.....	1,522	3,088	.....	3,088	[17]18	19	37	4,648
.....	.....	.....	1,234	171	.....	171	703	204	907	2,312
$1,522	.....	.....	$22,372	$12,542	.....	$12,542	$15,912	$498	$16,410	$51,325
$543,871	$119,162	$54,320	$1,299,006	$354,331	$11,988	$366,320	$96,565	$11,436	$108,002	$1,773,328
$543,871	$213,354	$217,615	$3,955,728	$755,890	$124,253	$880,143	$290,249	$150,701	$440,951	$5,276,823

[9] Includes $85.75 charged to non-operating income.
[10] Includes terminal facilities, $1,892.37.
[11] Of which, $66.97 is for non-operating real estate.
[12] Franchise payments to New York City.
[13] Village franchise tax.
[14] Tax on bonds and notes.
[15] Excludes $1,635.20 reported as "contra" entry. See note 14 on preceding double page
[16] Respondent claims village franchise tax is deducted from special franchise taxes under section 48 of the Tax Law.
[17] Federal stamp tax.

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TABLE XV. Taxes, 1920:
(Cents included in tabulation, but omitted in

Operating Street Railway	Local				
	Real estate	Corporate real property	Special franchise	Personal property	Car license
Rapid Transit					
Interborough Rapid Transit	[1] *$221,489*	*$57,451*	*$747,113*	.....	.....
Subway division	69,990	3,809	.....	.....	.....
Elevated division	[1] 151,499	53,641	747,113	.....	.....
New York Consolidated, Receiver	78,480	[2] 656,835	[3] 1,122,264	.....	.....
Hudson & Manhattan	.....	.....	.....	.....	.....
Total	$299,969	$714,286	$1,869,377	.....	.....
Manhattan and Bronx Surface					
Third Avenue	.....	.....	[5] $109,950	.....	.....
Belt Line	.....	.....	6,698	.....	.....
Dry Dock, E. B'way & B	.....	.....	31,981	$116	.....
42d St., Manh. & St. N. Ave	.....	.....	3,744	.....	.....
Mid-Crosstown	.....	.....	.....	466	.....
New York City Interborough	.....	.....	.....	.....	.....
Pelham Park & City Island	.....	.....	(6)	.....	.....
Southern Boulevard	.....	.....	.....	.....	.....
Union	.....	.....	63,011	.....	.....
Westchester Electric	.....	.....	.....	.....	.....
3d Ave. system in city	.....	.....	*$15,386*	*582*	.....
Brooklyn & North River	.....	.....	.....	.....	.....
Second Avenue, Receiver	$112,591	.....	97,825	.....	.....
New York Railways, Receiver [8]	968,375	.....	[9] 396,179	.....	$22,090
Eighth Avenue	18,697	.....	23,525	.....	1,770
Ninth Avenue	[10] 290	.....	7,524	.....	200
N. Y. & Harlem	.....	.....	.....	.....	.....
Total	$1,099,954	.....	$740,440	$582	$24,060
Brooklyn and Queens Surface					
Brooklyn City	$234,684	$18,567	$505,955	.....	$16,020
Brooklyn Heights, Receiver	[12] 206,345	[12] 14,689	[12] 631,308	.....	100
Bridge Operating	.....	.....	.....	.....	.....
Brooklyn, Queens Co. & Sub., Receiver	26,782	248,382	250,696	.....	2,640
Coney Island & Brooklyn, Receiver	73,315	933	[14] 146,848	.....	3,440
Coney Island & Gravesend	.....	.....	9,906	.....	120
Nassau Electric, Receiver	58,087	45,858	507,209	.....	10,680
South Brooklyn [15]	278	176,200	4,087	.....	.....
Brooklyn Rapid Transit surface	*599,494*	*504,631*	*2,056,012*	.....	*33,000*
Bush Terminal	.....	.....	10,491	.....	.....
Manhattan Bridge 3-Cent Line	.....	.....	.....	.....	.....
Marine	.....	.....	.....	.....	.....
Van Brunt St. & Erie Basin	.....	.....	.....	.....	.....
Other Brooklyn surface	.....	.....	*10,491*	.....	.....
New York & Queens County	[16] 31,486	11,642	52,827	.....	.....
Long Island Electric	.....	.....	.....	.....	.....
New York & Long Island	.....	.....	.....	.....	.....
Ocean Electric	.....	.....	.....	.....	.....
New York & North Shore	3,903	2,430	11,392	.....	.....
Manhattan & Queens, Receivers	.....	.....	54,852	.....	.....
Other Queens surface	*35,389*	*14,072*	*119,072*	.....	.....
Total	$634,884	$518,703	$2,185,576	.....	$33,000
Richmond Surface					
Richmond Light & R. R., Receiver	$17,326	.....	[18] $93,966	.....	.....
Staten Island Midland, Receiver	4,286	$918	[19] 34,115	.....	.....
Southfield Beach	.....	.....	.....	.....	.....
Total	$21,612	$918	$128,081	.....	.....
Total, street-surface lines	$1,756,451	$519,622	$3,054,098	$582	$57,060
Grand total	$2,056,420	$1,233,909	$4,923,476	$582	$57,060

[1] Includes non-operating real estate, $4,362.87. [2] Includes $250,521.38 for New York Municipal Railway Corporation. [3] Includes $332,193.38 for New York Municipal Railway Corporation. [4] Special excise. [5] Included for Kingsbridge Railway Co., $15,516.91. [6] The city claims special franchise taxes from 1902 to 1920 incl. The company refuses to pay any taxes to the city pending the return of amounts heretofore deposited as security under term of a franchise which was cancelled. [7] Tax on real estate, $1,183.96, and special franchise tax, $1,337.11, not on respondent's books at June 30, 1920. Adjusted September 30. [8] Includes taxes for the calendar year 1920. [9] Includes stipulated rent, $1,000. [10] Non-operating. [11] Capital stock tax. [12] This figure includes taxes due and unpaid up to Oct. 18, 1919, and duplicated in the amount reported by the Brooklyn Heights Railroad Company. [13] Of which the following was due by

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C) Taxes due and unpaid
publication; totals include additions of cents)

Gross receipts, percentage of	Bridge tolls	Total	State: Gross earnings	State: Excess dividends	State: Total	Federal: Income	Federal: Capital stock	Federal: Total	Grand total	Not taken on books by respondent
		[12]*$1,026,054*							[12]*$1,026,054*	
		73,799							73,799	
		[1] 952,254							[1] 952,254	
	$3,928	1,861,506				[4] $8,514		$8,514	1,870,023	$412,364
	$3,928	$2,887,563				$8,514		$8,514	$2,896,077	$412,364
		$109,950							$109,950	
		6,698	$7,878	$1,217	$9,096				15,794	
		32,097							32,097	
$2,383	$390	6,518							6,518	
1,698		2,164	48		48				2,212	
5,933		5,933	25		25				5,950	
		63,011							63,011	
10,015	*390*	*226,374*	*7,952*	*1,217*	*9,170*				*235,545*	
10,094		10,094							10,094	
		210,416	8,378		8,378				218,795	[7] $2,521
27,437		1,414,081		15,631	15,631	$64,629	$796	$65,425	1,495,138	
		43,993	5,439		5,439				49,433	
1,938		9,952	1,307	[11] 240	1,547				11,500	
$49,484	$390	$1,914,913	$23,078	$17,089	$40,168	$64,629	$796	$65,425	$2,020,507	$2,521
	$2,565	$777,793							[12] $777,793	$74,492
	2,134	854,577				[4] $169		$169	854,746	311,775
	2,808	531,310				[4] 155		155	531,465	350,773
	1,563	226,101				[4] 3,315		3,315	229,417	96,749
		10,026							10,026	8,526
	1,271	623,106				[4] 2,337		2,337	625,444	407,696
		180,567							180,567	33,793
	10,343	*3,203,482*				*5,977*		*5,977*	*3,209,459*	*1,283,807*
		10,491							10,491	
		10,491							*10,491*	
[17] $16,441		112,307							112,397	
8,695		26,422	$1,646		$1,646				28,068	
		54,852							54,852	
25,137		*193,672*	*1,646*		*1,646*				*195,318*	
$25,137	$10,343	$3,407,645	$1,646		$1,646	$5,977		$5,977	$3,415,269	$1,283,807
		$111,292							$111,292	
		39,320							39,320	
		$150,613							$150,613	
$74,622	$10,734	$5,473,172	$24,725	$17,089	$41,814	$70,606	$796	$71,403	$5,586,390	$1,286,328
$74,622	$14,663	$8,360,736	$24,725	$17,089	$41,814	$79,121	$796	$79,917	$8,482,468	$1,698,692

the Brooklyn Heights Railroad Co. on Brooklyn City Railroad Co. property to Oct. 18, 1919: Special franchise, $626,410.82; corporate real property, $11,612.27; real estate, $190,179.54; total, $828,202.63. [14] Of which $3,207.60 is for De Kalb Avenue and North Beach Railroad Company. [15] Included for Prospect Park and Coney Island Rd. Co.: Special franchise, $3,507.74; corporate real property, $128,298.71; real estate, $19.32; total, $131,825.77. [16] Includes taxes on non-operating property. [17] Franchise payments. [18] See note 13 on preceding double-page. [19] Includes $3,171.23, village franchise tax. The respondent states that this tax (and interest accrued thereon) is not actually due, as village taxes equal to this amount are properly deductible from special franchise taxes under Section 48 of the Tax Law.

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TABLE XVI. CONDENSED INCOME (AND SURPLUS) STATEMENTS.

Operating Street Railways	Revenue from street railway operations (Table XIII)	Street railway operating expenses (Table XIV)	Street railway taxes (Table XV)	Street railway operating income
Rapid Transit				
Interborough Rapid Transit	$51,478,410 81	$31,695,208 98	$2,623,410 54	$17,159,791 29
New York Consolidated, Receiver	19,519,077 55	15,077,529 06	972,854 79	3,468,693 70
Hudson & Manhattan[2]	6,247,194 70	3,736,690 81	413,440 74	2,097,063 15
Total	$77,244,683 06	$50,509,428 85	$4,009,706 07	$22,725,548 14
Manhattan and Bronx Surface				
Third Avenue	$4,155,779 32	$2,719,211 27	$300,405 19	$1,136,162 86
Belt Line	593,950 78	451,180 79	42,553 73	100,216 26
Dry Dock, E. B'way & B	638,452 68	635,412 03	49,337 18	D 46,296 53
42d St., Manh. & St. N. Ave	1,871,879 28	1,239,576 98	99,217 90	533,084 40
Mid-Crosstown (*to Aug. 9, '19*)	4,861 95	8,291 39	301 54	D 3,730 98
New York City Interborough	810,150 67	683,599 54	57,496 57	69,054 56
Pelham Park & City Island (*to Aug. 9, '19*)	2,593 15	3,237 39	170 58	D 814 82
Southern Boulevard	290,340 51	352,377 57	17,405 85	D 79,442 91
Union	3,137,375 73	2,498,678 00	162,855 28	475,842 45
Westchester Electric	724,899 01	622,062 39	33,566 11	69,270 51
3d Ave. system in city	*12,250,283 08*	*9,213,627 35*	*763,309 93*	*2,253,345 80*
Brooklyn & North River (*to Oct. 5, '19*)	58,019 35	76,032 53	3,709 22	D 21,722 40
Second Avenue, Receiver	870,680 80	849,930 16	83,496 84	D 62,746 20
New York Railways, Receiver	9,772,806 56	9,802,538 76	865,647 22	D 895,379 42
Eighth Avenue (*from Aug. 1, '19*)	961,575 80	1,044,888 12	85,111 09	D 168,423 41
Ninth Avenue (*from Oct. 1, '19*)	299,376 13	323,920 04	40,224 04	D 64,767 95
N. Y. & Harlem (*from Feb. 1, '20*)	581,965 75	654,556 14	25,000 00	D 97,590 39
Total	$24,774,707 47	$21,965,493 10	$1,866,498 34	$942,716 03
Brooklyn and Queens Surface				
Brooklyn City (*from Oct. 19, '19*)	$7,236,287 99	$6,395,043 67	$474,192 75	$367,051 57
Brooklyn Heights, Receiver	3,052,494 05	2,650,780 50	233,518 31	168,195 24
Bridge Operating[5]	232,570 96	206,698 34	11,501 29	14,371 33
Brooklyn, Queens Co. & Sub., Receiver	1,776,936 99	1,702,246 49	86,053 80	D 11,363 30
Coney Island & Brooklyn, Receiver	2,376,769 42	2,046,216 34	100,758 05	229,795 03
Coney Island & Gravesend	114,733 65	102,603 46	4,283 13	7,847 06
Nassau Electric, Receiver	6,202,449 64	5,813,005 85	214,245 52	175,198 27
South Brooklyn	903,032 00	672,008 40	104,124 96	126,898 64
Brooklyn Rapid Transit surface	*21,895,274 70*	*19,588,603 05*	*1,238,677 81*	*1,077,993 84*
Bush Terminal	213,414 89	165,872 17	18,863 03	28,679 69
Manhattan Bridge 3-Cent Line	241,449 27	187,304 62	31,917 02	22,227 63
Marine	12,837 85	12,581 67	47 58	208 60
Van Brunt St. & Erie Basin	83,267 13	66,591 30	4,638 17	12,037 66
Other Brooklyn surface	*550,969 14*	*432,349 76*	*55,465 80*	*63,153 58*
New York & Queens County	1,166,989 97	1,288,141 13	58,863 43	D 180,014 59
Long Island Electric	304,817 32	279,634 12	13,973 05	11,210 15
New York & Long Island	535,858 06	536,405 62	32,231 50	D 32,779 06
Ocean Electric	222,980 96	190,867 03	7,065 48	25,048 45
New York & North Shore (*to May 3, '20*)	114,738 95	124,615 52	15,124 52	D 25,001 09
Manhattan & Queens, Receivers	269,575 20	245,385 88	11,680 99	12,508 33
Other Queens surface	*2,614,960 46*	*2,665,049 30*	*138,938 97*	*D 189,027 81*
Total	$25,061,204 30	$22,686,002 11	$1,423,082 58	$952,119 61
Richmond Surface				
Richmond Light & R. R., Receiver	$567,907 68	$608,659 39	$31,784 25	D $72,535 96
Staten Island Midland, Receiver	218,868 70	280,283 11	19,199 43	D 80,613 84
Southfield Beach	12,789 85	9,736 02	3,486 86	D 433 03
Total	$799,566 23	$898,678 52	$54,470 54	D $153,582 83
Total, street surface lines	$50,635,478 00	$45,550,173 73	$3,344,051 46	$1,741,252 81
Grand total	$127,880,161 06	$96,059,602 58	$7,353,757 53	$24,466,800 95

NOTE.— Duplications in the totals result from intercompany transactions, affecting chiefly rents, sales of power, interest and dividends. A consolidated income statement for all companies considered as a single system would eliminate them and reduce income and outgo by an identical amount. [1] Respondent incorrectly charged Interest revenue with $142,944.05 interest on loans secured by deposit of U. S. Liberty bonds. This charge is here treated as a deduction from gross income in accordance with the accounting order. [2] Includes $1,197,413.01 estimated interest on construction by the New York Municipal, which construction is in process under Contract No. 4. The entire amount spent in construction has not yet been determined. [3] Corporate and Federal. [4] Difference of Consolidated returns for 1919 and 1920. Compiled by Bureau of Statistics and Accounts of this Commission. [5] Of the guaranteed dividends on stocks of associated companies, and interest on first mortgage bonds paid by respondent as lessee, $324,574, representing accruals on its own holdings of such stock and bonds, is excluded from non-operating income and also from rent for lease of other road and equipment. The interest on first mortgage bonds, $6,603.33,

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TABLE XVI. Condensed income (and surplus) statements,

Operating Street Railways	Deductions from Gross Income — *Concluded*			
	Other rent	Other deductions[1]	Total deductions	Year's increase or (D) decrease
Rapid Transit				
Interborough Rapid Transit	$393,908 01	$1,887,781 52	$20,146,939 64	$1,809,016 86
New York Consolidated, Receiver	77,717 40	6,046 50	4,919,791 22	550,388 92
Hudson & Manhattan	66,784 46	81,857 53	2,446,695 40	[4] 19,101 77
Total	$538,409 87	$1,975,685 55	$27,513,426 26	$2,378,507 55
Manhattan and Bronx Surface				
Third Avenue	$7,718 96	[5]$774,395 17	$3,048,702 84	$158,618 91
Belt Line	30,561 00	2,916 60	124,632 20	D 2,317 79
Dry Dock, E. B'way and B	53,005 91	.....	158,360 69	13,023 98
42d St., Manh. & St. N. Ave	114,230 45	13,823 98	543,603 98	D 9,419 56
Mid-Crosstown (*to Aug. 9, '19*)	764 66	.....	764 66	D 11,648 84
New York City Interborough	80,664 10	39,480 00	211,864 21	22,632 05
Pelham Park & City Island (*to Aug. 9, '19*)	300 00	.....	595 44	D 5,440 20
Southern Boulevard	31,356 00	334 61	59,533 27	15,052 22
Union	272,860 74	5,466 57	617,955 34	34,263 95
Westchester Electric	74,436 14	.....	207,949 98	8,594 98
3d Ave. system in city	*665,897 96*	*836,416 93*	*4,973,962 61*	*233,359 70*
Brooklyn & North River (*to Oct. 5, '19*)	11,154 78	501 00	27,334 77	D 37,591 94
Second Avenue, Receiver	1,794 20	.....	190,194 20	D 1,631 29
New York Railways, Receiver	147,561 12	307,890 33	2,974,245 48	D 132,609 95
Eighth Avenue (*from Aug. 1, '19*)	.....	.....	52,951 17	52,951 17
Ninth Avenue (*from Oct. 1, '19*)	137 52	.....	596 45	596 45
N. Y. & Harlem (*from Feb. 1, '20*)	85,000 00	.....	511,139 19	511,139 19
Total	$911,545 58	$1,144,808 26	$8,730,423 87	$616,213 33
Brooklyn & Queens Surface				
Brooklyn City (*from Oct. 19, '19*)	$148,833 35	.....	$384,736 38	$384,736 38
Brooklyn Heights, Receiver	16,492 56	$2,383 53	1,295,556 98	D1,120,824 82
Bridge Operating[13]	11,971 65	[14]2,399 68	14,371 33	939 88
Brooklyn, Queens Co. & Sub., Receiver	9,295 28	521 39	504,452 52	D 13,028 58
Coney Island & Brooklyn, Receiver	5,467 87	3,602 63	298,051 47	D 2,791 88
Coney Island & Gravesend	3,362 13	.....	161,713 67	D 1,674 33
Nassau Electric, Receiver	109,885 65	6,484 09	1,132,597 57	4,314 40
South Brooklyn	[15]26,678 51	.....	239,735 97	D 67,597 69
Brooklyn Rapid Transit surface	*531,987 00*	*15,391 52*	*4,031,215 89*	*D 815,926 64*
Bush Terminal	71,172 06	688 73	110,563 75	19,919 89
Manhattan Bridge 3-Cent Line	.....	[16]1,595 60	1,657 26	405 10
Marine	1,100 00	.....	1,100 00	D 200 00
Van Brunt St. & Erie Basin	400 00	.....	1,950 00	.....
Other Brooklyn surface	*72,672 06*	*2,284 33*	*115,271 01*	*20,124 29*
New York & Queens County	7,052 47	497 60	299,836 23	D 3,932 99
Long Island Electric	12,487 92	.....	50,268 12	3,465 27
New York and Long Island	25,018 69	.....	70,018 69	D 5,626 57
Ocean Electric	42,324 52	.....	55,308 83	10,293 12
New York and North Shore (*to May 3, '20*)	300 00	5,522 75	44,765 41	136 39
Manhattan & Queens, Receivers	23,701 68	.....	117,788 53	D 1,151 31
Other Queens surface	*111,485 28*	*6,020 35*	*657,985 81*	*3,183 91*
Total	$516,144 34	$23,696 00	$4,784,472 71	D $792,617 74
Richmond Surface				
Richmond Light & R. R., Receiver	$21,968 71	$1,240 40	$175,947 73	$10,205 87
Staten Island Midland, Receiver	4,555 92	.....	70,177 12	2,083 50
Southfield Beach	409 72	.....	409 72	53 72
Total	$26,934 35	$1,240 40	$246,534 57	$12,343 09
Total, street-surface lines	$1,454,624 27	$1,169,744 66	$13,761,431 15	D $164,061 32
Grand total	$1,993,034 14	$3,145,430 21	$41,274,857 41	$2,214,446 23

[1] Includes charges on account of amortization of debt discount, income tax on bond interest assumed, sinking fund accruals, etc. [2] For details, see abstracts of company returns. [3] Certain companies have not made charges to the account, Accrued amortization of capital, in accordance with the accounting order, and this affects the significance of the surplus returned. [4] Excludes the accrued deficits under Contract No. 3 and related certificates, $10,457,478.12. [5] Excludes the accrued deficits under Contract No. 3 and related certificates, $18,691,038.32. [6] See note 4 on preceding double page. [7] Includes $19,235.99, the difference between the standard return payable by the U. S. Railroad Administration, $2,002,241.84, and the income of the Federal manager, $2,021,477.83. [8] Includes $749,023.51, loss on operations of others. [9] The deficit of $589,698.39 of Second Avenue, whose income is reported by a receiver, does not appear here, but is included in the balance-sheet table (XVII) in order to account for all street railway fixed capital. [10] Although operation of the former lessor companies was begun during the year, this balance is of June 30, 1919. [11] Deductions of $4,798,602.05 for Eighth Avenue and $2,807,262.05 for Ninth Avenue have been made in Net adjustments and Accumulated balance, June 30, 1920, for credits to Surplus erroneously made by these companies for property taken over from New York Railways.

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year ended June 30, 1920: (A) Operating companies — Concluded

Net Corporate Income or (D) Deficit		Surplus Account			
Total for the year	Year's increase or (D) decrease	Accumulated balance, June 30, 1919	Dividends	Net adjustments[2]	Accumulated balance, June 30, 1920[8]
D $2,235,835 69	$1,574,504 23	[4] $10,152,092 53	.....	Dr $823,156 13	[5] $7,093,100 71
D 1,076,710 34	D 1,246,605 16	1,298,239 75	.....	Cr 1,021,121 20	1,242,650 61
684,865 25	D 87,161 19	64,919 95	.....	[7] Dr 681,467 02	68,318 18
D $2,627,680 78	$240,737 88	$11,515,252 23	.....	Dr $483,501 95	$8,404,069 50
D $750,655 02	D $284,252 18	D $972,251 95	.....	Dr $142,288 36	D $1,865,195 33
D 20,814 82	D 27,973 93	D 105,305 51	.....	Dr 116,887 30	D 243,007 63
D 202,757 32	D 94,262 54	D 491,779 85	.....	Cr 15,441 10	D 679,096 07
D 7,646 82	58,617 08	76,444 28	.....	Dr 43,141 52	25,655 94
D 4,444 11	28,335 11	D 187,754 12	.....	.....	D 192,198 23
D 136,280 73	D 7,030 73	D 695,368 40	.....	Dr 1,278 22	D 832,927 35
D 1,404 62	17,285 84	D 105,053 03	.....	.....	D 106,457 65
D 138,163 94	D 99,330 37	D 108,608 76	.....	.....	D 246,772 70
D 86,266 91	98,467 03	757,872 71	.....	Dr 99,872 17	571,733 63
D 129,320 32	D 37,653 45	D 1,403,193 26	.....	Dr 34,606 04	D 1,567,119 62
D 1,477,754 61	*D 347,798 14*	*D 3,234,997 89*	.....	*Dr 422,632 51*	*D 5,135,385 01*
D 47,774 67	60,942 96	D 464,229 74	.....	Dr 298 13	D 512,302 54
D 251,692 68	D 130,363 86	D 947,222 71	.....	Dr 46,241 95	D [9] 1,245,157 34
D 3,648,033 63	D 1,473,075 27	D 3,285,261 31	.....	Dr 9,602 81	D 6,942,897 75
D 193,777 31	D 193,777 31	[10] 187,783 72	.....	[11] Dr 160,149 58	[11] D 166,143 17
D 64,621 52	D 64,621 52	[10] D 382,009 52	.....	[11] Dr 12,924 75	[11] D 459,555 79
813,540 42	813,540 42	[10] 1,375,766 33	$1,000,000 00	.....	1,189,306 75
D $4,870,114 00	D $1,335,152 72	D $6,750,171 12	$1,000,000 00	Dr $651,849 73	D$13,272,134 85
$31,489 62	$31,489 62	[10] $541,446 36	.....	[13] Dr $94,419 64	$478,516 34
D 1,005,912 59	D 189,781 41	D 903,193 11	.....	Dr 37,436 25	D 1,946,541 95
.....	D 31,518 07	.....	.....	.....	.....
D 415,258 13	D 107,413 22	D 153,832 86	.....	Cr 1,839 40	D 567,251 59
D 46,326 29	D 76,613 28	597,360 50	.....	Cr 1,018 67	552,052 88
D 123,964 43	D 18,625 53	24,624 46	.....	Dr 79 53	D 99,419 50
D 748,656 44	D 539,627 63	127,726 07	.....	Dr 13,446 62	D 634,376 99
D 65,273 36	2,016 84	D 631,956 23	.....	Cr 2,381 71	D 694,847 88
D 2,373,901 69	*D 930,072 68*	*D 397,884 81*	.....	*Dr 140,148 86*	*D 2,911,868 69*
D 81,527 57	D 98,352 92	D 396,548 35	.....	Dr 24,486 27	D 502,562 19
23,804 94	9,853 84	12,385 84	$22,500 00	.....	13,690 78
D 891 40	4,873 24	D 83,279 31	.....	[17] Cr 891 40	D 83,279 31
11,737 72	D 271 98	67,075 42	10,000 00	.....	68,813 14
D 46,876 31	*D 83,897 82*	*D 400,366 40*	*32,500 00*	*Dr 25,594 87*	*D 503,337 58*
D 473,715 22	43,239 23	D 3,452,129 61	.....	Dr 9,504 09	D 3,935,348 92
D 38,845 47	29,560 01	D 135,486 71	.....	.....	D 174,332 18
D 101,663 68	D 66,733 22	76,404 04	.....	.....	D 25,259 64
D 29,957 88	D 46,626 79	158,884 89	.....	.....	128,927 01
D 69,779 04	D 29,931 34	D 64,699 86	.....	Dr 6,500 49	D 140,979 39
D 103,553 49	D 12,024 59	D 276,387 57	.....	Dr 17,907 52	D 397,848 58
D 817,514 78	*D 82,516 70*	*D 3,693,414 82*	.....	*Dr 33,918 10*	*D 4,544,841 70*
D $3,238,292 71	D $1,096,487 20	D 4,491,606 03	$32,500 00	Dr $197,649 23	D $7,960,047 97
$160,764 05	$32,175 28	D $213,314 67	.....	Cr $6,245 06	D $46,305 56
[18] D 150,186 74	D 3,110 91	D 463,445 77	.....	Cr 1,065,982 74	[19] 452,350 23
D 12 14	D 7,277 07	20,021 31	.....	Dr 41 74	19,967 43
$10,565 17	$21,787 30	D $656,739 13	.....	Cr $1,072,186 06	$426,012 10
D $8,097,841 54	D $2,409,852 62	D$11,898,516 28	$1,032,500 00	Cr $222,687 10	D$20,806,170 72
D $10,725,522 32	D $2,169,114 74	[20] D $383,264 05	$1,032,500 00	Dr $260,814 85	[21] D$12,402,101 22

See note 8 on second double-page of Table XVII, A, § 1. [12] Includes net change for the period of 1920 when respondent was still lessor. [13] See note 9 on preceding double-page. [14] Represents profits distributed among participating companies. See note 9 on preceding double-page. [15] Includes $26,378.03, loss on track and terminal operation. [16] Interest element at 4½% on Accrued Amortization of Capital reserve balance, as of June 30, 1919, for property that will revert to city upon termination of franchise. [17] Represents loss from operation payable by Manhattan Beach Estates under agreement of July 1, 1917, and assigned to Manhattan Beach Park, Inc., May 27, 1918. [18] Debit balance for period prior to receivership (July 1, 1919, to Jan. 18, 1920), $114,530.01; debit balance, Jan. 19, 1920, to June 30, 1920, $35,656.73. [19] "Receivers equity," June 30, 1920. The Receiver opened an account "Receivers Equity", transferring to it a credit balance of $517,075.11 (difference between $1,000,000 common stock and corporate deficit on above date), thus extinguishing the common stock and surplus accounts. The net adjustments to "Receivers Equity" account is a Dr. $29,068.15; net adjustments to surplus account is a Cr. $95,050.89. [20] See note 10 above. [21] See notes 9, 11, and 19 above.

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TABLE XVI. Condensed income (and surplus) statements,

Lessor Companies, with Lessees Indicated	Non-operating Revenues			Non-operating revenue deductions	Non-operating income
	Rent of road and equipment	Interest[1]	Total		
Rapid Transit					
Interborough Rapid Transit:					
Rapid Transit Railroad — City of N. Y.[2]	$2,428,487 52	.....	$2,428,487 52	.....	$2,428,487 52
Manhattan Railway[4]	6,043,945 35	[5] $8,446 52	6,052,391 87	$21,536 91	6,030,854 96
New York Consolidated, Receiver:					
New York Municipal	2,102,177 33	.....	2,102,177 33	.....	2,102,177 33
Total	$10,574,610 20	$8,446 52	$10,583,056 72	$21,536 91	$10,561,519 81
Manhattan and Bronx Surface					
Third Avenue:					
Kingsbridge	.....	.....	.....	.....	.....
42d St., Manh. & St. N. Ave.:					
Third Avenue Bridge	$4,906 92	$1,412 82	$6,319 74	.....	$6,319 74
Union:					
Bronx Traction	6,000 00	.....	6,000 00	.....	6,000 00
New York Railways, Receiver:					
Bleecker St. & Fulton Ferry	42,100 00	.....	42,100 00	$97 00	42,003 00
Broadway & Seventh Avenue	[6] 617,500 00	96 97	617,596 97	281 05	617,315 92
Christopher & Tenth Street	[6] 60,400 00	.....	60,400 00	.....	60,400 00
Fort George & Eleventh Ave.	.....	.....	.....	.....	.....
42d Street & Grand Street Ferry	134,640 00	32 45	134,672 45	123 35	134,549 10
Sixth Avenue	(7)	1,447 06	1,447 06	6,133 33	D 4,686 27
34th Street Crosstown	50,000 00	.....	50,000 00	.....	50,000 00
23d Street Railway	[6] 186,705 70	1,450 52	188,156 22	133 55	188,022 67
Total	$1,102,252 62	$4,439 82	$1,106,692 44	$6,768 28	$1,099,924 16
Brooklyn Surface					
Brooklyn Heights:					
Bridge Operating	$5,500 00	$330 59	$5,830 59	$160 00	$5,670 59
Coney Island & Brooklyn, Recr.:					
De Kalb Ave. & North Beach	.....	14 77	14 77	5 00	9 77
South Brooklyn:					
Prospect Park & Coney Island	45,000 00	[9] 34,840 58	79,840 58	19,559 46	60,281 12
Prospect Park & South Bklyn.	3,000 00	1,887 50	4,887 50	.....	4,887 50
New York & Coney Island	10,000 00	198 82	10,198 82	.....	10,198 82
Total	$63,500 00	$37,272 26	$100,772 26	$19,724 46	$81,047 80
Grand total	[6] $11,740,362 82	$50,158 60	$11,790,521 42	$48,029 65	$11,742,491 77

NOTE.— When the lessee pays the interest on the bonded debt of the lessor direct to the holders of the bonds, the amount of such accruals is entered in this table as a part of the rental and also as an income deduction, whether or not it appears on the books of the lessor. When the corporate expenses of the lessor company are paid wholly or in part by the lessee, in addition to a fixed rental, the amount of such expenses, as reported by the lessee, is entered in this table as part of the rent received and as a non-operating revenue deduction.

[1] Where entries in this column include items other than interest, details are given in footnotes.

[2] Contracts 1 and 2 only; figures reported by the Interborough. While the City of New York appears in Table XVII as having street-railway fixed capital under Contracts 3 and 4, no income is received from it yet, hence no entries appear in this table.

[3] Sinking fund accruals.

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year ended June 30, 1920: (B) Lessor companies

Deductions from Gross Income		Net corporate income	Surplus Account			
Interest on funded debt	Other deductions		Accumulated balance June 30, 1919	Dividends	Net adjustment	Accumulated balance June 30, 1920
$1,891,939 71	[3] $536,547 81	.....	.....	.....	.....	.....
1,808,945 35	.....	$4,221,909 61	$7,628,766 48	$4,200,000 00	.....	$7,650,676 09
1,842,022 10	209,200 61	50,954 62	59,531 28	.....	Dr $39,076 58	71,409 32
$5,542,907 16	$745,748 42	$4,272,864 23	$7,688,297 76	$4,200,000 00	Dr $39,076 58	$7,722,085 41
.....	.....	.....	$5,052 98	.....	.....	$5,052 98
.....	$7,146 54	D $826 80	6,000 00	.....	.....	5,173 20
.....	7,265 52	D 1,265 52	D 99,444 43	.....	.....	D 100,709 95
$28,000 00	.....	14,003 00	113,009 03	.....	.....	127,012 03
407,500 00	.....	209,815 92	80,170 41	.....	.....	[6] 289,986 33
8,400 00	.....	52,000 00	D 14,088 68	.....	.....	[6] 37,911 32
.....	.....	.....	.....	.....	.....	.....
.....	.....	134,549 10	330,762 02	.....	.....	465,311 12
.....	.....	D 4,686 27	358,027 30	.....	.....	[7] 353,341 03
50,000 00	.....	.....	.....	.....	.....	.....
75,000 00	[8] 2,205 70	110,816 97	120,577 06	.....	.....	[6] 231,394 03
$568,900 00	$16,617 76	$514,406 40	$900,065 69	.....	.....	$1,414,472 09
.....	.....	$5,670 59	$16,541 77	.....	.....	$22,212 36
.....	.....	9 77	60 37	.....	.....	70 14
$35,460 00	$30,220 00	D 5,398 88	D 542,828 49	.....	.....	D 548,227 37
.....	.....	4,887 50	1,389 83	.....	.....	6,277 33
.....	.....	10,198 82	6,809 17	.....	.....	17,007 99
$35,460 00	$30,220 00	$15,367 80	D $518,027 35	.....	.....	D $502,659 55
$6,147,267 16	$792,586 18	$4,802,638 43	[10] $8,070,336 10	$4,200,000 00	Dr $39,076 58	[6] $8,633,897 95

[4] Data in reference to rent of road and equipment and interest on funded debt are taken from report of Interborough Rapid Transit.

[5] Includes $336.45 miscellaneous non-operating revenue and $18 profit on purchase of registered bond certificates.

[6] Includes rentals accrued but not paid, which are not reflected in surplus appearing in balance sheets, Table XVII, A, § 2, as follows: Broadway and 7th Avenue, $367,500; Christopher and 10th Streets, $65,000 and Twenty-third Street, $155,250.

[7] Rental of $145,000 is not shown; respondent has deferred entry on its books of accrual unt such time as the lease should be adopted by the Receiver.

[8] Sinking fund accruals.

[9] Miscellaneous rent revenues.

[10] See note 10 on preceding double-page.

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TABLE XVII. BALANCE SHEETS AS OF JUNE 30, 1909
§ 1. Assets

Operating and Lessor Street Railways (Lessors indented)	Fixed Capital: Book cost [1,2]	Fixed Capital: Accrued amortization Cr	Other Investments: Securities of and loans to associated companies	Other Investments: Other
Rapid Transit				
Interborough Rapid Transit	$197,620,075 06	$1,394,514 40	[4] $21,540,568 92	[5] $6,011,478 75
City of N. Y. (Contracts 1 and 2)	[7] 57,207,099 97			
City of N. Y. (Contract 3, etc.)	[7] 65,880,022 21			
Manhattan Railway	113,118,502 81			102,950 85
Total — I. R. T. operation	*433,825,700 05*	*1,394,514 40*	*21,540,568 92*	*6,114,429 60*
New York Consolidated	57,295,450 92	154,951 08	200,038 45	213,218 84
New York Consolidated, Receiver	917 12		246,225 00	[10] 1,814,742 65
City of New York (Contract 4)	[7] 81,279,334 25			
New York Municipal	62,419,741 95			695,274 00
New York Municipal, Receiver	[12] 7,636,342 83			968,900 00
Total — N. Y. Consolidated operation	*208,631,787 07*	*154,951 08*	*446,263 45*	*3,692,136 15*
Hudson & Manhattan [14]	[15] 121,276,002 99	1,970,438 89	1,000 00	302,650 00
Total	$763,733,490 11	$3,519,904 37	$21,987,832 37	$10,109,215 75
Manhattan and Bronx Surface				
Third Avenue	$34,203,444 83	$667,742 04	[17] $35,000,891 76	$620,000 00
Kingsbridge Railway	2,271,115 44			
Belt Line	2,200,915 39			5,000 00
Dry Dock, E. B'way & B	4,351,105 08	411,986 00		10,500 00
42d St., Manh. & St. N. Ave	12,570,337 16	325,932 34		24,000 00
Third Avenue Bridge [18]	113,108 64	(19)		23,412 40
Mid-Crosstown	161,063 48	6,187 88		
New York City Interborough	7,046,455 17	111,310 38	[20] 60,000 00	62,500 00
Pelham Park & City Island	82,789 64	173 83		
Southern Boulevard	708,484 95	21,462 11	501 25	8,000 00
Union	9,660,305 17	452,870 24	1,262,741 72	63,675 54
Bronx Traction	698,434 34			
Westchester Electric	2,775,143 04	140,015 75		10,000 00
Third Ave. system in city	*76,848,702 35*	*2,137,680 57*	*36,324,134 73*	*827,087 94*

[1] Construction in process is included under Other miscellaneous temporary debits.
[2] Since 1908 book cost is in terms of money cost; prior to 1909 it may be in terms of money cost or in terms of securities issued.
[3] Special deposits, sinking funds uninvested, and bound construction funds, are included under Other floating capital.
[4] Cost of respondent's reacquired first and refunding mortgage bonds, $1,220,301.25, reported by the company under Real estate and other Miscellaneous investments are transferred here to Stocks and funded debt of associated companies.
[5] Includes $265,484.81, Elevated extension cash; $372,760.55, Manhattan power plant cash; $909,338.92, Manhattan third tracking cash; and $507,556.64, Subway contribution cash.
[6] Includes $15,320,158.62, Elevated extension certificate; $3,370,879.70, Contract No. 3.
[7] Represents amounts expended from proceeds of corporate stock, corporate stock notes and sale of real estate. See § 2 of this Div.
[8] Commitments provided by cash balance, not ascertainable at the present time, are here treated as already expended and included in cost of fixed capital.
[9] Includes Interborough Rapid Transit lease account, $377,322.73 and Interborough Rapid Transit equipment reserve, $228,142.48.
[10] Includes a credit of $580,319.88, Credit balance cash account depreciation funds.
[11] Consists of sinking fund for bonds representing property not in operation, $395,692.00, sinking funds for first mortgage bonds, $334.72 and assets taken over by receiver, $3,966,316.65.

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(A) Condensed statements for operating and lessor companies
side

Floating Capital			Miscellaneous Temporary Debits		Total assets and debit balances
Cash [2]	Materials and supplies	Other [3]	Advances to associated companies	Other [1]	
$2,427,093 15	$4,063,376 46	[5] $20,104,308 20	$6,569,826 18	[6] $29,366,671 99	$286,308,884 31
(8)	.....	.....	.....	.....	57,207,099 97
(8)	.....	.....	.....	.....	65,880,022 21
37,418 15	.....	60,808 64	.....	[9] 1,435,069 60	114,754,750 05
2,464,511 30	*4,063,376 46*	*20,165,116 84*	*6,569,826 18*	*30,801,741 59*	*524,150,756 54*
.....	.....	6,785,661 22	.....	95,554 44	64,434,972 79
1,931,796 71	.....	3,027,191 12	3,935,000 00	5,246,454 87	16,202,327 47
(8)	.....	.....	.....	.....	81,279,334 25
.....	.....	[11] 4,368,343 37	.....	1,117,583 89	68,594,943 87
3,946,683 69	.....	[12] 3,794,624 32	.....	1,729,172 49	18,075,723 33
5,878,480 40	.....	*17,969,820 03*	*3,935,000 00*	*8,188,765 69*	*248,587,301 71*
1,198,945 45	550,921 55	[16] 2,509,149 48	.....	4,465,580 70	128,333,811 28
$9,541,937 15	$4,614,298 01	$40,644,086 35	$10,504,826 18	$43,456,087 98	$901,071,869 53
$653,837 83	$618,757 15	$3,390,178 72	$3,234,048 19	$1,244,889 83	$78,298,306 27
.....	.....	.....	.....	.....	2,271,115 44
47,469 54	.....	2,343 15	53,625 41	74,118 71	2,383,472 20
16,288 88	.....	88,500 19	119,416 94	15,681 66	4,189,506 75
12,052 54	.....	19,584 57	23,635 58	11,836 27	12,335,513 78
.....	.....	1,077 21	8,284 20	.....	145,882 45
.....	.....	.....	.....	.....	154,875 60
18,404 57	.....	1,103 21	.....	48,486 94	7,125,639 51
.....	.....	.....	.....	.....	82,615 81
8,597 15	.....	11,041 35	3,396 17	.....	718,558 76
44,812 79	119,683 85	348,720 35	431,454 04	17,869 02	11,496,392 24
.....	.....	.....	96,822 58	.....	795,256 92
32,441 02	13,060 22	126,081 07	156,192 30	11,069 69	2,983,971 59
833,904 32	*751,501 22*	*3,988,639 32*	*4,126,375 41*	*1,423,952 12*	*122,981,107 32*

[12] Includes unallocated expenditures, $1,217,327.65.
[13] Includes bond proceeds, $1,461.08.
[14] Corporate balance sheet; for balance sheet of Federal Administration see note 1 on first page of Div. B.
[15] Includes fixed capital in other departments, principally Hudson Terminal Buildings.
[16] Includes securities held by respondent in Amortization funds; see note 15 on first page of Table XIX.
[17] Includes $2,022,498.11, cost of $2,520,500 par value of first refunding mortgage bonds reacquired for the company's Depreciation fund, and $254,388.97, cost of $320,000 par value of adjustment mortgage bonds reacquired for "Investment Fund Securities," both reported by company under Other special deposits.
[18] On July 31, 1919, operating agreement with 42d St., Manhattan & St. Nich. Ave. terminated; on Sept. 1, operation was discontinued; on Nov. 1, rent was discontinued, and on Jan. 30, 1920, the franchise was forfeited and property taken over by City of New York.
[19] Reserve for Amortization of property and franchise which reverts to City of New York is transferred to liabilities side of balance sheet.
[20] Represents book value of $87,000 par value of respondent's bonds reacquired for sinking fund, transferred from Floating capital, where it was shown by the company.

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TABLE XVII. Balance sheets as of June 30, 1920: (A)
§ 1. Assets side —

Operating and Lessor Street Railways (Lessors indented)	Fixed Capital: Book cost[1,2]	Fixed Capital: Accrued amortization Cr	Other Investments: Securities of and loans to associated companies	Other Investments: Other
Manhattan and Bronx Surface — *Concluded*				
Brooklyn & North River	$92,335 43	.....	$10,998 75	$15,423 75
Second Avenue[4]	8,744,814 34	.....	.....	.....
Second Avenue, Receiver	1,281,569 97	.....	.....	.....
New York Railways[6]	[7,8] 78,068,230 16	[9] $3,686,696 87	1,696,317 11	[10] 114,953 37
Bleecker St. & Fulton Ferry	1,698,804 58	.....	.....	.....
Broadway & Seventh Avenue	14,895,518 33	.....	.....	.....
Christopher & 10th Streets	766,211 32	.....	.....	66,700 00
Fort George & Eleventh Ave	3,000,000 00	.....	.....	.....
42d St. & Grand St. Ferry	2,581,326 39	.....	.....	.....
Sixth Avenue	2,303,822 74	.....	.....	.....
34th Street Crosstown	3,080,808 80	.....	.....	.....
23d Street	2,526,064 67	.....	.....	.....
Total — N. Y. Railways operation	*108,920,786 99*	*3,686,696 87*	*1,696,317 11*	*181,653 37*
Eighth Avenue	[8] 1,807,277 36	.....	.....	135,453 75
Ninth Avenue	[8] 342,560 42	.....	.....	46,150 00
N. Y. & Harlem	[8,12] 4,680,181 67	.....	184,238 14	[12] 16,772,073 09
Total	$202,712,228 51	$5,824,377 44	$38,215,688 73	$17,977,841 90
Brooklyn and Queens Surface				
Brooklyn City	$19,829,607 99	$70,093 40	$345,000 00	$224,000 00
Brooklyn Heights	13,486,814 55	162,817 67	.....	256,951 36
Brooklyn Heights, Receiver	23,455 25	26,075 26	62,504 50	440,984 03
Bridge Operating	100,734 55	.....	.....	.....
Brooklyn, Queens Co. & Sub	11,423,855 90	15,316 47	.....	39,043 69
Brooklyn, Queens Co. & Sub., Receiver	5,904 21	19,247 32	[17] 8,000 00	.....
Coney Island & Brooklyn	9,596,241 02	([19])	.....	19,166 72
Coney Island & Brooklyn, Receiver	1,696 30	24,059 14	[17] 162,123 93	21,493 20
De Kalb Ave. & North Beach	30,114 93	.....	.....	.....
Coney Island & Gravesend	251,479 62	20,701 26	2,637,128 42	10,510 95
Nassau Electric	34,666,466 69	([19])	1,365,000 00	135,419 58
Nassau Electric, Receiver	200,848 09	57,741 94	[17] 408,577 00	33,606 16

[1, 2, 3] See preceding double page.

[4] No balance sheet was received from the Second Avenue for 1920. As the 1917 and 1918 balance sheets were identical, it is assumed that the 1920 balance sheet would not be very different from the 1918 one, and therefore the 1918 figures are here used for the sake of completeness.

[5] Includes Second Avenue Railroad Estate account, $1,448,053.64.

[6] Consolidated balance sheet of Company and Receiver.

[7] Includes cost of property, etc., acquired under terms of re-organization plan and agreement of sale of the Metropolitan Street Railway $74,671,206.21 less $152,353.25 salvage from property retired. These amounts have not been distributed among the accounts affected. The former amount, in addition to fixed capital, includes miscellaneous investments. Also includes property of Central Crosstown R. R. Co. ($250,000 additional representing amount of mortgage thereon) acquired August 14, 1918.

[8] The New York Railways during 1920 relinquished the leases under which it held properties of the Eighth Avenue, Ninth Avenue and New York & Harlem, the properties thus reverting to the owners with additions and improvements thereon. The Eighth and Ninth Avenue companies by methods not in accordance with the Uniform System of Accounts have arrived at valuations of the transferred property, although title to certain portions of it has not been determined by the courts. These valuations have been taken into their fixed capital accounts, as shown in the 1920 reports, surplus being correspondingly increased. The New York Railways, however, fails to show this transfer on its books. In view of the unsettled questions both as to proper book value and as to title of the property involved, Fixed capital is tabulated here as of June 30, 1919, plus net of additions and withdrawals. For the Eighth and Ninth Avenue companies this method of tabulation results in a concurrent reduction in Surplus of $4,798,602.05 and $2,807,262.05 respectively, the amounts reported as transferred from New York Railways; for the New York & Harlem & New York Railways, it agrees with 1920 reports.

[9] Reported on liability side as contingent account and not deducted by the company from Fixed capital. See note 7 on third double page of § 4, Div. B of this table.

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Condensed statements for operating and lessor companies — Continued
Continued

Floating Capital			Miscellaneous Temporary Debits		Total assets and debit balances
Cash [3]	Materials and supplies	Other [3]	Advances to associated companies	Other [1]	
$39,632 48	.....	$10,228 45	.....	.....	$168,618 86
6,693 29	.....	525,782 24	.....	$35,297 73	9,312,587 60
30,446 06	$23,919 33	52,979 17	.....	[5] 1,448,354 52	2,837,269 05
651,824 76	1,243,080 36	[11] 2,448,904 91	.....	[12] 5,724,472 32	[8] 86,261,086 12
307 45	.....	27,900 00	.....	.....	1,727,012 03
4,798 83	.....	5,647 68	.....	.....	14,905,964 84
.....	.....	.....	.....	.....	832,911 32
.....	.....	.....	.....	.....	3,000,000 00
1,600 57	.....	190,740 00	.....	.....	2,773,666 96
49,635 29	.....	36,250 00	.....	.....	2,389,708 03
.....	.....	.....	.....	.....	3,080,808 80
6,561 12	.....	44,068 68	.....	.....	2,576,694 47
714,728 02	*1,243,080 36*	*2,753,511 27*	.....	*5,724,472 32*	*117,547,852 57*
9,848 43	8,146 70	14,034 04	.....	661,841 29	[8] 2,636,601 57
3,918 21	3,702 52	7,548 79	.....	261,895 03	[8] 665,774 97
39,811 28	23,230 93	46,109 55	.....	1,903,086 42	[8] 23,648,731 08
$1,678,982 09	$2,053,581 06	$7,398,823 33	$4,126,875 41	$11,458,899 43	$279,798,543 02
$413,913 92	$96 63	$2,121,822 10	.....	$195,789 66	$23,060,136 90
.....	.....	3,375 00	.....	[14] 2,226,343 87	15,810,667 11
232,218 65	11,736 36	1,051,164 50	$975,000 00	[15] 1,009,068 26	3,780,056 29
13,113 63	.....	11,697 51	.....	.....	125,545 69
.....	.....	9,403 03	.....	[16] 469,744 33	11,926,730 48
174,460 12	.....	47,646 97	356,500 00	[18] 306,923 46	880,187 44
.....	.....	30,270 00	.....	[19, 20] 1,025,040 79	10,670,718 53
367,499 89	98 43	163,950 43	210,500 00	[21] 347,023 58	1,250,326 62
570 14	.....	.....	.....	.....	30,685 07
45,334 94	.....	20,628 85	247,500 00	1,484 80	3,193,366 32
.....	.....	11,958 32	.....	[19, 22] 1,883,092 91	38,061,937 50
284,135 05	.....	275,015 85	580,000 00	[23] 1,518,196 67	3,242,636 88

[10] Includes $26,302.54, cost of company's own reacquired bonds and scrip, par value, $41,341.51 and $2,512.08 representing book value of $1,500,000 capital stock of the defunct 28th and 29th Street Crosstown railroad company. See also note 11.

[11] Includes contingent assets $120,548.14 of which $5,282.25 represents "cash deposited by prior interests to pay interest and rentals uncalled for, accrued and payable prior to Jan. 1, 1912."

[12] Includes items reported under accounts awaiting distribution $5,620,614.37 (which includes securities of respondent and other companies) and a credit suspense on account of construction in process.

[13] Of the $21,229,089.56 reported as Fixed capital, $4,648,748 tabulated under Fixed capital represents amount of fixed capital applicable to street-railway line (based on the proportion of rent receivable for city street line, that is 22 per cent). The balance, $16,580,341.56 is treated as applicable to steam road and shown in other investments column.

[14] Includes Assets taken over by Receiver, $2,042,492.16.

[15] Includes Liquidation of liabilities, $907,164.11.

[16] Includes Assets taken over by Receiver, $465,526.87.

[17] Included in Funded debt of associated companies, as follows: Brooklyn, Queens Co. & Sub., Receiver, $8,000; Coney Island & Brooklyn, Receiver, $107,000, and Nassau Electric, $72.50, are reacquired on nominally issued bonds which should act as a reduction of the funded debt reported on companies' balance sheets.

[18] Includes Liquidation of liabilities, $215,137.32.

[19] The company's charges to the reserve have exceeded the amounts provided for by their rule for depreciation. The resultant debit balance shown as Other suspense is included in Other Miscellaneous temporary debits.

[20] Includes Assets taken over by Receiver, $703,059.27.

[21] Includes Liquidation of liabilities, $215,156.77.

[22] Includes Assets taken over by Receiver, $1,407,139.88.

[23] Includes Liquidation of liabilities, $695,976.75.

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TABLE XVII. Balance sheets as of June 30, 1920: (A) Condensed
§ 1. Assets side —

Operating and Lessor Street Railways (Lessors indented)	Fixed Capital		Other Investments	
	Book cost[1,2]	Accrued amortization Cr	Securities of and loans to associated companies	Other
Brooklyn and Queens Surface — *Concluded*				
South Brooklyn	$2,841,946 68	$81,520 33	$152,093 58	$77,790 44
Prospect Park & Coney Island	1,089,895 86	.....	.....	.....
Prospect Park & South Brooklyn	21,782 23	.....	.....	.....
New York & Coney Island	100,019 02	.....	.....	.....
B. R. T. surface	*93,670,862 89*	*477,572 79*	*5,140,427 43*	*1,258,966 13*
Bush Terminal	330,870 73	1,251 14	.....	7,530 50
Manhattan Bridge 3-Cent Line	464,708 94	2,284 46	.....	55,118 75
Marine	5,483 50	.....	.....	.....
Van Brunt St. & Erie Basin	269,068 16	Dr 1,469 26	.....	25,000 00
Other Brooklyn surface	*1,070,131 33*	*2,066 34*	.....	*87,649 25*
New York & Queens County	8,805,242 37	513,867 20	.....	32,287 49
Long Island Electric	1,597,318 07	99,207 88	.....	5,112 50
New York & Long Island	2,433,791 50	248,688 81	.....	8,191 25
Ocean Electric	[4] 501,581 16	12,982 23	.....	7,000 00
New York & North Shore	1,610,471 06	16,044 54	.....	14,891 74
Manhattan & Queens[5]	[6] 1,492,205 55	.....	.....	38,000 00
Queens surface	*16,440,609 71*	*890,790 66*	.....	*106,482 98*
Total	$111,181,603 93	$1,370,429 79	$5,140,427 43	$1,452,098 36
Richmond Surface				
Richmond Light & R. R.[5]	[7] $2,836,541 81	[7] $50,476 65	$302,500 00	[7] $2,547,868 67
Staten Island Midland[5]	[8] 2,000,812 13	(9)	.....	.....
Southfield Beach	301,813 12	.....	.....	8,000 00
Total	$5,139,167 06	$50,476 65	$302,500 00	$2,555,868 67
Total, street-surface lines	$319,032,999 50	$7,245,283 88	$43,658,616 16	$21,985,808 93
Grand total	$1,082,766,489 61	$10,765,188 25	$65,646,448 53	$32,095,024 68

[1], [2], [3] See first double page of this table.

[4] Includes a debit of $376.69. The credit of which this debit "is a reversal was charged to the Long Island Railroad Co. Construction account on the books of respondent, and the contra-entry to the adjustment noted was made to the credit of said Construction Account."

[5] In the case of three companies (the Manhattan & Queens, the Richmond Light & R. R. and the Staten Island Midland) the receivers have taken the permanent assets and liabilities on their books and their reports are therefore included among the corporate balance sheets.

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statements for operating and lessor companies — Continued
Concluded

Floating Capital			Miscellaneous Temporary Debits		Total assets and debit balances
Cash [8]	Materials and supplies	Other [8]	Advances to associated companies	Other [1]	
$175,728 60	.....	$168,643 27	.....	$11,729 10	$3,346,411 34
90 00	.....	1,750 00	.....	37,740 24	1,129,476 10
21,845 09	.....	12,650 01	.....	.....	56,277 33
16,024 10	.....	964 87	.....	.....	117,007 99
1,744,934 13	*$11,931 42*	*3,930,940 71*	*$2,369,500 00*	*9,032,177 67*	*116,632,167 59*
3,039 41	.....	644 82	.....	166 66	341,000 98
17,598 20	10,089 54	1,837 36	.....	1,335 49	548,403 82
1,117 69	.....	10,016 68	.....	.....	16,617 87
6,949 60	.....	445 59	.....	.....	302,932 61
28,704 90	*10,089 54*	*12,944 45*	.....	*1,502 15*	*1,208,955 28*
41,621 19	137,921 10	65,254 66	20,356 75	5,497 30	8,594,313 66
31,029 35	15,656 22	6,706 06	47,107 27	5,140 22	1,608,861 81
29,136 65	20,861 82	2,866 89	2,604 98	935 52	2,249,699 80
4,265 79	.....	1,987 53	.....	93 20	501,945 45
136 24	40,064 48	3,913 83	.....	111,578 69	1,765,011 50
12,666 80	10,531 09	3,079 37	.....	6,439 41	1,562,922 22
118,856 02	*225,034 71*	*83,808 34*	*70,069 00*	*129,684 34*	*16,282,754 44*
$1,892,495 05	$247,055 67	$4,027,693 50	$2,439,569 00	$9,163,364 16	$134,173,877 31
$71,047 87	$547,438 43	$286,711 91	$19,112 02	$298,862 40	$6,859,606 46
2,519 96	.....	.....	.....	[8] 136,111 02	2,139,443 11
1,326 41	.....	10,000 00	.....	2,697 64	323,837 17
$74,894 24	$547,438 43	$296,711 91	$19,112 02	$437,671 06	$9,322,886 74
$3,646,371 38	$2,848,075 16	$11,723,228 74	$6,585,556 43	$21,059,934 65	$423,295,307 07
$13,188,308 53	$7,462,373 17	$52,367,315 09	$17,090,382 61	$64,516,022 63	$1,324,367,176 60

[6] Includes $1,316,947.10 representing "Construction suspense — estimated values of property," and excludes $500,000 representing estimated promotion and development charges, etc.

[7] Lighting department fixed capital, $2,929,299.19 less accrued amortization thereon, $393,430.52 is included in Other investments.

[8] Unpaid interest coupons, $112,500 assumed at the time sundry assets were taken over, have been transferred from Fixed Capital, where they are erroneously included by the company, to Miscellaneous temporary debits.

[9] Respondent has transferred to Company's surplus from reserve for Accrued Amortization of Capital, the balance, $55,793.81, contrary to the Uniform System of Accounts.

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TABLE XVII. Balance sheets as of June 30, 1920: (A) Condensed
§ 2. Liabilities

OPERATING AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	Capital stock	Funded debt [1]	Other permanent debts (and bills) owing associated companies [2]	Working advances from associated companies [3]
RAPID TRANSIT				
Interborough Rapid Transit	$35,000,000 00	$200,210,000 00	.....	.....
City of New York (Contracts 1–2)	.....	[7] 55,161,725 00	.....	.....
City of New York (Contracts 3, etc.)	.....	[7] 65,000,000 00	.....	.....
Manhattan Railway	60,000,000 00	[12] 45,199,463 02	.....	.....
Total — I. R. T. operations	*95,000,000 00*	*365,571,188 02*	.....	.....
New York Consolidated	18,900,000 00	22,967,000 00	$14,654,794 06	$9,063 09
New York Consolidated, Receiver	.....	.....	.....	815,158 25
City of New York (Contract 4)	.....	[7] 80,000,000 00	.....	.....
New York Municipal	200,000 00	60,000,000 00	[14] 692,384 99	327,207 86
New York Municipal, Receiver	.....	13,000,000 00	([14])	400,325 06
Total — N. Y. Consolidated operations	*19,100,000 00*	*175,967,000 00*	*15,347,179 05*	*1,551,754 26*
Hudson & Manhattan [17]	45,249,950 00	77,513,233 66	.....	.....
Total	$159,349,950 00	$619,051,421 68	$15,347,179 05	$1,551,754 26
MANHATTAN AND BRONX SURFACE				
Third Avenue	$16,590,000 00	$49,526,500 00	.....	$46,058 87
Kingsbridge Railway	8,600 00	.....	[19] $2,248,792 70	8,669 76
Belt Line	734,000 00	1,750,000 00	73,091 53	22 80
Dry Dock, E. B'way & B	1,200,000 00	2,778,200 00	.....	769,997 00
42d St., Manh. & St. N. Ave.	2,500,000 00	1,200,000 00	7,902,152 98	259,927 87
Third Avenue Bridge [20]	20,000 00	.....	92,908 64	.....
Mid-Crosstown	150,000 00	.....	.....	190,896 79
New York City Interborough	5,000,000 00	2,164,000 00	7,358 29	165,994 18
Pelham Park & City Island	45,000 00	.....	29,545 31	95,553 09
Southern Boulevard	250,000 00	250,000 00	186,472 71	165,043 15
Union	2,000,000 00	2,000,000 00	4,715,064 39	933,149 27
Bronx Traction	58,100 00	.....	725,251 31	.....
Westchester Electric	500,000 00	500,000 00	2,142,161 17	366,876 63
3d Ave. system in city	*29,055,700 00*	*60,168,700 00*	*18,122,799 03*	*3,002,189 41*

[1] Comprises all debt which by the terms of its creation does not mature until more than one year after date of creation and which on June 30, 1920, has not matured.
[2] Includes certificates of indebtedness, matured debt and other debt that is technically not unded but practically long-term, where owed to associated companies.
[3] Where the classification in the returns is not more definite, open accounts not drawing interest are entered in this column, and other obligations due associated companies in the preceding column.
[4] Also includes matured funded debt, and receiver's certificates, when not held by system companies.
[5] This column also includes suspense credit balances.
[6] Includes Manhattan Railway lease account, $377,322.73.
[7] See Table XX, Div. E.
[8] Sale of real estate included in allotment of funds under Contract 1.
[9] Premiums on bonds issued for construction as reported by the Determination Division of Transit Construction Commission.
[10] Seven-eighths of sale of real estate included in allotment of funds under this contract.

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statements for operating and lessor companies — Continued
side

Other bills payable and similar short-term obligations[4]	Other current and accrued liabilities	Reserves other than accrued amortization of capital[5]	Total liabilities and credit balances	Surplus	Deficit
$2,752,000 00	[6] $15,137,212 73	$26,116,570 87	$279,215,783 60	$7,093,100 71	.....
.....	[8] 57,226 79	[9] 1,988,148 18	57,207,099 97	.....	.....
.....	[10] 262,500 00	[11] 617,522 21	65,880,022 21	.....	.....
1,000 00	[12] 94,228 88	1,809,382 06	107,104,073 96	7,650,676 09	.....
2,753,000 00	*15,551,168 40*	*30,531,683 32*	*509,406,979 74*	*14,743,776 80*	.....
.....	6,569,632 35	1,251,950 40	64,352,439 90	82,532 89	.....
.....	14,026,184 53	200,866 97	15,042,209 75	1,160,117 72	.....
.....	[15] 495,866 66	[16] 783,467 59	81,279,334 25	.....	.....
.....	6,559,941 70	762,000 00	68,541,534 55	53,409 32	.....
.....	4,657,398 27	.....	18,057,723 33	18,000 00	.....
.....	*32,309,023 51*	*2,998,284 96*	*247,273,241 78*	*1,314,059 93*	.....
.....	2,113,080 86	3,389,228 58	128,265,493 10	[18] 68,318 18	.....
$2,753,000 00	$49,973,272 77	$36,919,136 86	$884,945,714 62	$16,126,154 91	.....
.....	$4,717,841 08	$9,283,101 65	$80,163,501 60	.....	$1,865,195 33
.....	.....	.....	2,266,062 46	$5,052 98	.....
.....	60,846 21	8,519 29	2,626,479 83	.....	243,007 63
.....	109,698 68	10,707 14	4,868,602 82	.....	679,096 07
.....	388,167 81	59,609 18	12,309,857 84	25,655 94	.....
.....	.....	[21] 27,800 61	140,709 25	5,173 20	.....
.....	5,772 83	404 21	347,073 83	.....	192,198 23
.....	111,322 17	509,892 22	7,958,566 86	.....	832,927 35
.....	18,975 06	.....	189,073 46	.....	106,457 65
.....	109,445 70	4,369 90	965,331 46	.....	246,772 70
.....	1,196,835 51	79,609 44	10,924,658 61	571,733 63	.....
.....	112,615 56	.....	895,966 87	.....	100,709 95
.....	1,000,634 57	41,418 84	4,551,091 21	.....	1,567,119 62
.....	*7,832,155 18*	*10,025,432 48*	*128,206,976 10*	*607,615 75*	*5,833,484 53*

[11] Seven-eighths of premiums on bonds issued for construction, estimated from figures reported by the Determination Division of Transit Construction Commission.
[12] Excludes $1,000 matured funded debt transferred to Other bills payable and similar short-term obligations.
[13] Includes amount due to Interborough Rapid Transit for additions and betterments, disputed, $93,979.96, and bills and accounts, $188.92.
[14] Respondent does not report how much of the bills payable to the B. R. T. Co., is included on corporation's balance sheet and receiver's balance sheet, respectively. The amount reported in 1920 is the same as 1918, when respondent was not in the hands of Receiver, and is here shown under corporation.
[15] Seven-tenths of sale of real estate included in allotment of funds under this contract.
[16] Seven-tenths of premiums on bonds issued for construction, estimated from figures reported by the Determination Division of Transit Construction Commission.
[17] See note 15 on first double page, § 1, of this div.
[18] Applicable to purposes of Adjustment Income mortgage bonds.
[19] Construction advances owing to associated companies.
[20] See note 18 on first double page of § 1, of this div.
[21] See note 19 on first double page of § 1, of this div.

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TABLE XVII. Balance sheets as of June 30, 1920: (A) Condensed
§ 2. Liabilities

OPERATING AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	Capital stock	Funded debt [1]	Other permanent debts (and bills) owing associated companies [2]	Working advances from associated companies [3]
MANHATTAN AND BRONX SURFACE — *Concluded*				
Brooklyn & North River	$100,000 00		[6] $273,699 50	[6] $261,318 39
Second Avenue [7]	1,862,000 00	$5,631,000 00		
Second Avenue, Receiver				
New York Railways [10]	17,495,060 00	58,423,027 19		
Bleecker St. & Fulton Ferry	900,000 00	700,000 00		
Broadway & Seventh Avenue	2,100,000 00	[13] 8,150,000 00	[13, 14] 4,725,123 78	
Christopher & Tenth Streets	650,000 00	210,000 00		
Fort George & Eleventh Avenue	3,000,000 00			
42d Street & Grand Street Ferry	748,000 00		[16] 1,560,355 84	
Sixth Avenue	2,000,000 00			
34th Street Crosstown	1,000,000 00	1,000,000 00	[16] 1,080,808 80	
23d Street	600,000 00	1,478,000 00	[17] 400,000 00	
Total — N. Y. Railways operations	*28,495,060 00*	*69,961,027 19*	*7,766,288 42*	
Eighth Avenue	1,000,000 00	646,700 00		
Ninth Avenue	800,000 00			
N. Y. & Harlem	[19] 10,000,000 00	[19] 12,000,000 00		
Total	$71,310,760 00	$148,407,427 19	$26,162,786 95	$3,263,507 80
BROOKLYN AND QUEENS SURFACE				
Brooklyn City	$12,000,000 00	$6,925,000 00		$43,484 87
Brooklyn Heights	200,000 00	250,000 00	[21] $7,992,173 53	[21] 6,037,837 02
Brooklyn Heights, Receiver			[21] 747,183 25	([21])
Bridge Operating	100,000 00			
Brooklyn, Queens Co. & Sub.	2,000,000 00	[24] 6,624,000 00	[25] 2,640,709 53	[25] 51,427 37
Brooklyn, Queens Co. & Sub., Receiver			([25])	[25] 173,331 20
Coney Island & Brooklyn	2,983,900 00	[24] 6,311,200 00	118,298 46	2,989 34
Coney Island & Brooklyn, Receiver				128,897 78
De Kalb Ave. & North Beach	10,000 00		[30] 20,614 93	
Coney Island & Gravesend	350,000 00		2,637,000 00	4,364 37
Nassau Electric	15,000,000 00	[34] 14,750,000 00	6,047,187 85	135,741 72
Nassau Electric, Receiver				753,189 24

For notes 1 to 5 see preceding double page.

[6] Advances of various companies, which are considered by the respondent as associated are in column 2, those in the third column being interest-bearing notes.

[7] See note 4 on second double page of § 1 of this div.

[8] Represents "the amount received from the New York Railways Co. in settlement of claims against the estates of the Metropolitan Street Railways Co., and the New York City Railways Co. for breach of lease, use and occupation (of property and use of) motors, which settlement the receiver was authorized to accept under court order of December 21, 1915."

[9] For defaulted interest, see note 11, Table XX, C.

[10] See note 6 on second double page of § 1 of this div.

[11] Includes $147,906.95 contingent liabilities of which $5,282.25 represents interest and rentals uncalled for, deposited by prior interest, accrued and payable prior to Jan. 1, 1912.

[12] Includes accounts awaiting distribution $8,104,242.32.

[13] First mortgage bonds, $1,500,000 (held by New York Railways), which matured June 1, 1904, and which are now subject to litigation in suit brought by the Guaranty Trust Co. of N. Y., trustee of the mortgage securing said bonds, are shown under Other permanent debts owing associated companies.

[14] Includes $3,225,123.78 expended by lessee for betterments, for which no liability for repayment is recognized by the lessor.

[15] See note 6 on Table XVI, B.

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statements for operating and lessor companies — Continued

side — Continued

Other bills payable and similar short-term obligations [4]	Other current and accrued liabilities	Reserves other than accrued amortization of capital [5]	Total liabilities and credit balances	Surplus	Deficit
.....	$12,928 31	$32,975 20	$680,921 40	.....	$512,302 54
$385,830 08	1,448,545 64	[6] 574,910 27	9,902,285 99	(9)	589,696 39
3,376,400 00	653,216 11	52,810 28	4,082,426 39	.....	1,245,157 34
750,000 00	[11] 7,800,327 64	[12] 8,735,569 04	93,203,983 87	.....	6,942,897 75
.....	.....	.....	1,600,000 00	$127,012 03	.....
.....	5,229 73	3,125 00	14,983,478 51	.....	[14] 77,513 67
.....	.....	.....	860,000 00	.....	[15] 27,068 68
.....	.....	.....	3,000,000 00	.....	.....
.....	.....	.....	2,308,355 84	465,311 12	.....
.....	117 00	36,250 00	2,036,367 00	353,341 03	.....
.....	.....	.....	3,080,808 80	.....	.....
.....	.....	22,550 44	2,500,550 44	[16] 76,144 03	.....
750,000 00	*7,805,674 37*	*8,797,494 48*	*123,573,544 46*	*1,021,808 21*	*7,047,500 10*
361,157 46	140,096 63	654,790 65	2,802,744 74	(18)	[17] 166,143 17
.....	63,668 70	261,662 06	1,125,330 76	(18)	[18] 459,555 79
.....	350,711 36	108,712 97	22,459,424 33	1,189,306 75	.....
$4,873,387 54	$18,306,996 30	$20,508,788 39	$292,833,654 17	$3,818,730 71	[19] $15,853,841 86
.....	$2,137,810 36	[20] $1,475,325 33	$22,581,620 56	$478,516 34	.....
.....	[22] 2,648,514 30	425,994 69	17,554,519 54	.....	$1,743,852 43
$523,200 01	[23] 2,671,248 69	41,113 86	3,982,745 81	.....	202,689 52
.....	3,333 33	.....	103,333 33	22,212 36	.....
.....	[24] 1,118,063 27	132,813 58	12,567,013 75	.....	640,283 27
65,108 58	[27] 566,730 67	1,985 31	807,155 76	73,031 68	.....
160,362 16	[28] 746,069 11	20,049 27	10,342,868 34	327,850 19	.....
56,194 28	[29] 828,027 96	13,003 91	1,026,123 93	224,202 69	.....
.....	.....	.....	30,614 93	70 14	.....
.....	[31] 296,023 00	5,398 45	3,292,785 82	.....	99,419 50
175,000 00	[31] 2,480,230 09	268,086 85	38,856,246 51	.....	794,309 01
600,175 73	[32] 1,695,296 24	34,043 65	3,062,704 86	159,932 02	.....

[14] No liability for repayment of this amount is recognised by company, and the amount is no included in Table XIX.

[17] Matured first mortgage bonds and matured debentures.

[18] See note 8 on second double page of § 1 of this div.

[19] N. Y. & Harlem's entire funded debt is a mortgage on its "steam" line, while only $2,500,000 of its stock is estimated as applicable to its "City line."

[20] Includes $888,000.00 offsetting "Capital expenditures from surplus."

[21] As reported in respondent's balance sheets. Included in "Working Advances" is $4,633,293.54 long-term debt which respondent does not divide between corporation and receiver.

[22] Includes Liquidation of liabilities, $907,164.11.

[23] Includes Assets taken over by Receiver, $2,042,492.16.

[24] See note 17 on second double page of § 1 of this div.

[26] As reported in respondent's balance sheets. Included in "Working Advances" is $48,857.18 long-term debt which respondent does not divide between corporation and receiver.

[26] Includes Liquidation of liabilities, $215,137.32.

[27] Includes Assets taken over by Receiver, $465,526.87.

[28] Includes Liquidation of liabilities, $215,156.77.

[29] Includes Assets taken over by Receiver, $703,059.27.

[30] Construction advances owing to associated companies.

[31] Includes Liquidation of liabilities, $695,976.75.

[32] Amount paid in on subscriptions for stock.

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TABLE XVII. Balance sheets as of June 30, 1920: (A) Condensed
§ 2. Liabilities

G AND LESSOR STREET RAILWAYS (LESSORS INDENTED)	Capital stock	Funded debt [1]	Other permanent debts (and bills) owing associated companies [2]	Working advances from associated companies [3]
LYN AND QUEENS SURFACE — *Concluded*				
oklyn	$500,000 00	.....	$2,876,570 59	$42,570 63
ect Park & Coney Island	250,000 00	$700,000 00	680,500 00	23,618 40
ect Park & South Brooklyn	50,000 00	.....	.....	.....
York & Coney Island	100,000 00	.....	.....	.....
Brooklyn Rapid Transit surface	*33,543,900 00*	*35,560,200 00*	*23,760,938 14*	*7,807,451 94*
minal	20,000 00	.....	336,045 00	*420,708 17*
n Bridge 3-Cent Line	450,000 00	.....	.....	.....
.....	50,000 00	.....	.....	.....
t St. & Erie Basin	200,000 00	31,000 00	.....	.....
Other Brooklyn surface	*780,000 00*	*31,000 00*	*336,045 00*	420,708
: & Queens County	3,235,000 00	3,000,000 00	2,835,306 73	2,541,96[illegible]
ıd Electric	600,000 00	600,000 00	164,505 00	76,19[illegible]
: & Long Island	1,000,000 00	1,000,000 00	.....	77,72[illegible]
ctric	35,000 00	.....	308,808 69	23,60[illegible]
: & North Shore	979,350 00	770,000 00	.....	.....
n & Queens [6]	[7] 20,000 00	.....	.....	.....
Other Queens surface	*5,869,550 00*	*5,370,000 00*	*3,308,620 49*	*2,719,485*
Total	$40,133,250 00	$40,961,200 00	$27,404,903 56	$10,537,642
RICHMOND SURFACE				
Light &R. R [6]	$2,871,750 00	$2,261,000 00	$10,000 00	.....
and Midland [6]	[8] 452,350 23	1,000,000 00	.....	$9,512 09
Beach	249,800 00	.....	.....	2,082 40
Total	$3,573,900 23	$3,261,000 00	$10,000 00	$11,594 49
, street-surface lines	$115,017,910 23	$192,629,627 19	$53,577,690 51	$13,812,745 04
al	[11] $274,367,860 23	$811,681,048 87	$68,924,869 56	$15,364,499 30

otes 1 to 5, see the first double page of § 2 of this div.
ote 5 on last double page of § 1 of this div.
unt paid in on subscriptions for stock.
ote 6 on last double page of § 1 of this div.

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statements for operating and lessor companies — Concluded
side — Concluded

Other bills payable and similar short-term obligations[4]	Other current and accrued liabilities	Reserves other than accrued amortization of capital[5]	Total liabilities and credit balances	Surplus	Deficit
.....	$483,542 82	$133,575 18	$4,041,259 22	.....	$694,847 88
.....	23,585 07	.....	1,677,703 47	.....	548,227 37
.....	.....	.....	50,000 00	$6,277 33	.....
.....	.....	.....	100,000 00	17,007 99	.....
1,580,040 76	*15,703,474 91*	*2,551,390 08*	*120,096,695 83*	*1,309,100 74*	*4,723,628 98*
.....	66,812 00	.....	843,563 17	.....	502,562 19
10,000 00	27,257 07	47,455 97	534,713 04	13,690 78	.....
.....	49,897 18	.....	99,897 18	.....	83,279 31
.....	3,119 47	.....	234,119 47	68,813 14	.....
10,000 00	*147,065 72*	*47,455 97*	*1,712,892 86*	*82,503 92*	*585,841 50*
500 00	895,276 54	21,612 92	12,529,662 58	.....	3,935,348 92
.....	337,993 26	4,502 72	1,783,193 99	.....	174,332 18
.....	197,234 20	.....	2,274,959 44	.....	25,259 64
.....	5,609 75	.....	373,018 44	128,927 01	.....
.....	117,856 32	38,784 57	1,905,990 89	.....	140,979 39
365,540 41	[8] 1,564,786 26	10,444 13	1,960,770 80	.....	397,848 58
366,040 41	*3,118,756 33*	*75,344 34*	*20,827,596 14*	*128,927 01*	*4,673,768 71*
$1,956,081 17	$18,969,316 96	$2,674,190 39	$142,636,584 83	$1,520,531 67	$9,983,239 19
$1,093,224 54	$660,995 16	$8,942 32	$6,905,912 02	.....	$46,305 56
93,588 97	582,975 54	1,016 28	2,139,443 11	(10)	.....
50,000 00	1,926 91	60 43	303,869 74	$19,967 43	.....
$1,236,813 51	$1,245,897 61	$10,019 03	$9,349,224 87	$19,967 43	$46,305 56
$8,066,282 22	$38,522,210 87	$23,192,997 81	$444,819,463 87	$4,359,229 81	$25,883,386 61
$10,819,282 22	$88,495,483 64	$60,112,134 67	$1,329,765,178 49	$20,485,384 72	$25,883,386 61

[9] Receivers' Equity, which represents the difference between the capital stock $1,000,000 and Deficit of company at the time, the Receiver took possession. See also note 8 on last double page of § 1 of this div.

[10] See note 19 on second double page of Table XVI, A.

[11] Excess of $6,952,350.23 over Table XX, B; see notes 3 and 6 to Table XX, B.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes § 1. Rapid

Accounts	Balances at Close of			
	Interborough Rapid Transit	New York Consolidated	New York Consolidated, Receiver	Hudson and Manhattan[1]
Assets				
Current assets:				
Cash	$2,427,093 15	.....	$1,931,796 71	$1,198,945 45
Sinking funds uninvested	202,736 37	.....	3,036 46	.....
Other special deposits	12,332,757 62	$29,715 00	1,418,983 60	[2] 2,171,078 43
Bills receivable — due on demand	40,000 00	.....	.....	.....
Bills receivable — time	.....	.....	.....	221 50
Accounts receivable	888,298 22	1,894 43	1,286,120 96	335,512 61
Interest and dividends receivable	896,515 99	.....	319,050 10	2,236 94
Other current assets (excl. all materials & supplies)	[4] 5,744,000 00	6,754,051 79	.....	.....
Total current assets	$22,531,401 35	$6,785,661 22	$4,958,987 83	$3,708,094 93
Materials and supplies	4,063,376 46	.....	.....	550,921 55
Total floating capital	$26,594,777 81	$6,785,661 22	$4,958,987 83	$4,259,016 48
Miscellaneous investments:				
Stocks of associated companies	[5] $20,598,546 20	$200,038 45	.....	$1,000 00
Funded debt of associated companies		.....	$246,225 00	.....
Advances to associated companies	942,022 72	.....	.....	.....
Securities of non-associated companies	.....	24,527 51	392,560 57	.....
Real estate and other miscellaneous investments	[6] 6,011,478 75	188,691 33	[7] 1,422,182 08	302,650 00
Total misc. investments	$27,552,047 67	$413,257 29	$2,060,967 65	$303,650 00
Fixed capital:				
Street railway land, December 31, 1908	$1,400,541 23		.....	
Intangible street railway capital, December 31, 1908	10,451,752 63	$51,943,418 98	.....	
Tangible street railway capital, December 31, 1908	20,004,716 13		.....	$102,001,728 68
Betterments on leased lines, December 31, 1908	.....	.....	.....	
Fixed capital in other departments, December 31, 1908	.....	.....	.....	
Street railway landed capital installed since December 31, 1908	7,569,338 80	361,891 88	.....	612,604 91
Intangible street railway capital installed since December 31, 1908	17,454,894 64	.....	.....	.....
Tangible street railway capital installed since December 31, 1908	140,729,831 63	4,990,140 06	$917 12	15,834,178 59
Fixed capital installed in other departments since December 31, 1908	.....	.....	.....	2,827,490 81
Total fixed capital — gross investment	$197,620,075 06	$57,295,450 92	$917 12	$121,276,002 99
Accrued amortization of capital (since December 31, 1908) — Cr	*1,394,514 40*	*154,951 08*	.....	*1,970,438 89*
Total fixed capital — net investment	$196,225,560 66	$57,140,499 84	$917 12	$119,305,564 10
Liquidation of liabilities	.....	.....	[9] $5,173,944 37	.....
Miscellaneous temporary debits:				
Construction in process	.....	.....	.....	.....
Temporary advances to associated companies	$6,569,826 18	.....	$3,935,000 00	.....
Prepayments	225,406 47	$50 00	69,185 67	$52,709 31
Unamortised debt discount and expense	9,883,008 62	.....	.....	3,534,338 12
Other suspense	[11] 19,258,256 90	95,504 44	3,324 83	[12] 878,533 27
Total deferred debit items	$35,936,498 17	$95,554 44	$4,007,510 50	$4,465,580 70
Total	$286,308,884 31	$64,434,972 79	$16,202,327 47	$128,333,811 28

NOTE.— For accounts not appearing in stub, companies report none. [1] Corporate balance sheet; items of Federal Administration balance sheet are as follows: Assets, — Cash, $119,127.34; Miscellaneous accounts receivable, $143,296.07 and Unadjusted debits, $14,069.30; Liabilities — Audited accounts and wages payable, $2,861.27; Miscellaneous accounts payable, $19,375.45; Tax liability, $95,701.05; Operating reserves, $67,129.01; Other unadjusted credits, $187.91 and Administration ledger control account, $91,238.02. [2] Computed by the Bureau of Statistics of this Commission. [3] Includes securities held by respondent in Amortization funds; see note 15 on first page of Table XIX. [4] United States 4½ per cent certificates of indebtedness, representing investment of funds for the following purposes: Elevated extension, $3,322,000; Manhattan third tracking, $1,020,500; and Subway contribution, $1,401,500. [5] See note 4 on first double page of § 1, Div. A of this table. [6] Reacquired first and refunding mortgage bonds.

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during year and balance at the close, for operating companies transit companies

Year	Changes during Year				
Total	Interborough Rapid Transit	New York Consolidated	New York Consolidated, Receiver	Hudson and Manhattan [2]	Total
$5,557,835 31	$1,321,168 77	.....	$755,719 32	$1,194,061 63	$3,270,949 72
205,772 83	D 3,127 75	.....	3,036 46	.....	D 91 29
15,952,534 65	D 3,247,836 61	D $16,810 00	1,413,983 60	231,711 95	D 1,618,951 06
40,000 00	.....	.....	.....	.....	.....
221 50	.....	.....	.....	221 50	221 50
2,511,826 22	D 158,609 05	.....	877,550 01	261,356 71	980,297 67
1,217,903 03	34,807 63	.....	196,433 37	2,236 94	233,577 94
12,498,051 79	[4] D 1,000 00	1,327 80	.....	.....	327 80
$37,984,145 33	D $2,054,597 01	D $15,482 20	$3,246,722 76	$1,689,688 73	$2,866,332 28
4,614,298 01	D 548,925 78	.....	.....	550,921 55	1,995 77
$42,598,443 34	D $2,603,522 79	D $15,482 20	$3,246,722 76	$2,240,610 28	$2,868,328 05
$21,045,809 65	[6] D $58,062 50	.....	.....	.....	D $58,062 50
942,022 72	.....	.....	.....	.....	.....
417,088 08	.....	.....	$75,283 07	.....	75,283 07
7,925,002 16	D 298,798 67	.....	[8] 1,205,637 09	D $62,350 00	844,488 42
$30,329,922 61	D $356,861 17	.....	$1,280,920 16	D $62,350 00	$861,708 99
$185,811,157 65	.....	D $369,700 00	.....	.....	D $369,700 00
8,543,835 59	D $87,623 19	.....	.....	$44,759 03	D 42,864 16
17,454,894 64	78,900 07	.....	.....	.....	78,900 07
161,555,067 40	5,165,831 86	.....	$917 12	177,459 37	5,344,208 35
2,827,490 81	.....	.....	.....	7,368 14	7,368 14
$376,192,446 09	$5,157,108 74	D $369,700 00	$917 12	$229,586 54	$5,017,912 40
3,619,904 37	*529,768 13*	*D 1,500 00*	.....	*289,366 06*	*818,188 19*
$372,672,541 72	$4,627,346 61	D $368,200 00	$917 12	D $60,279 52	$4,199,784 21
$5,173,944 37	.....	.....	[10] $1,418,910 69	.....	$1,418,910 69
.....	D $8,728 02	.....	.....	.....	D $8,728 02
$10,504,826 18	D 151,659 93	.....	D $1,350,000 00	.....	D 1,501,659 93
347,351 45	D 49,390 70	D $16 67	D 28,054 94	$36,555 00	D 40,907 31
13,417,346 74	D 71,724 35	.....	.....	D 54,031 62	D 125,755 97
20,235,619 44	[12] 8,195,538 39	1,417 87	2,482 64	[14] D 5,509,302 83	2,690,136 07
$44,505,143 81	$7,914,035 39	$1,401 20	D $1,375,572 30	D $5,526,779 45	$1,013,084 84
$495,279,995 85	$9,580,998 04	D $382,281 00	$4,571,898 43	D $3,408,798 69	$10,361,816 78

[7] Includes Credit balance, $580,319.88; Cash account depreciation funds. [8] Includes Cr. $527,942.14 — increase in Credit balance — Cash account depreciation funds. [9] Includes liabilities assumed by receiver, $911,333.53 and reserves taken over by receiver, $1,061,682.98. [10] Includes liabilities assumed by receiver, $911,333.53, and reserves taken over by receiver, D $4,492.94. [11] Consists of Deferred charges, $513,961.08; Securities in trust for Voluntary Relief fund, $53,257.50 and Accruals payable from future earnings Contract No. 3 ($3,370,879.70) & Elevated extension certificates ($15,320,158.62), $18,691,038.32. [12] Includes U. S. Government Accounts receivable — net, $874,687.94. [13] Consist of Deferred charges D $8; Accruals payable from future earnings Contract No. 3 ($1,145,395.89) and Elevated extension certificates ($7,038,164.31), $8,233,560.20; and Other deferred debits, D $38,013.81. [14] Includes D $5,510,473.66 in U. S. Government Accounts receivable.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes
§ 1. Rapid transit

Accounts	Balance at Close of			
	Interborough Rapid Transit	New York Consolidated	New York Consolidated, Receiver	Hudson and Manhattan [1]
Liabilities				
Unfunded debt:				
Taxes accrued	$2,402,865 00	$322,592 45	$1,242,552 67	$134,510 08
Working advances due associated companies	.....	9,063 09	815,158 25	.....
Miscellaneous bills payable	2,752,000 00	.....	.....	.....
Miscellaneous accounts payable	1,836,999 82	4,494 28	753,854 96	668,455 31
Interest accrued on funded debt	5,025,034 50	29,715 00	449,312 51	1,192,240 49
Interest accrued on unfunded debt	111,238 63	1,618,694 28	.....	[2] 116,624 98
Rent accrued for lease of road	2,338,978 67	.....	4,818,325 70	.....
Other rents accrued	34,159 68	.....	.....	1,250 00
Dividends declared	.....	472,500 00	.....	.....
Due for wages and salaries	110,613 70	9,374 95	8,086 90	.....
Other unfunded debt	2,900,000 00	.....	.....	.....
Total unfunded debt	$17,511,890 00	$2,466,434 05	$8,087,290 99	$2,113,080 86
Assets taken over by Receiver	.....	.....	$6,754,051 79	.....
Liquidation of liabilities	.....	[4] $4,112,261 39	.....	.....
Funded debt:				
Mortgage bonds	$161,504,000 00	$22,967,000 00	.....	$76,567,233 66
Miscellaneous funded debt	[5] 39,083,322 73	[6] 14,654,794 06	.....	946,000 00
Total funded and other long-term debt	[5] $200,587,322 73	$37,621,794 06	.....	$77,513,233 66
Reserves:				
Sinking fund and other contractual reserves	$6,107,218 18	.....	.....	$3,226,055 98
Casualties and insurance reserve	.....	$188,691 33	$98,611 70	7,688 50
Other optional reserves, incl. suspense credit balance	20,009,352 69	[7] 1,063,259 07	102,255 27	155,484 10
Total reserves	$26,116,570 87	$1,251,950 40	$200,866 97	$3,389,228 58
Capital stocks:				
Preferred stock	.....	$4,989,400 00	.....	$5,242,151 25
Common stock	[8] $35,000,000 00	13,872,200 00	.....	39,994,890 00
Stock liability for conversion	.....	38,400 00	.....	12,908 75
Total capital stocks	$35,000,000 00	$18,900,000 00	.....	$45,249,950 00
Corporate surplus or (D) deficit	$7,093,100 71	$82,532 89	$1,160,117 72	[10] $68,318 18
Total	$286,308,884 31	$64,434,972 79	$16,202,327 47	$128,333,811 28

[1], [2] See these notes on preceding double page.
[3] Includes $1,624.98, Interest accrued on equipment obligations.
[4] Includes liabilities assumed by Receiver, $911,333.53.
[5] Includes Manhattan Railway Lease account, $377,322.73.
[6] Certificates of indebtedness.

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during year and balance at the close, for operating companies — Continued
companies — Concluded

Year	Changes During Year				
Total	Inter-borough Rapid Transit	New York Con-solidated	New York Con-solidated, Receiver	Hudson and Manhattan [2]	Total
$4,102,520 20	D $193,137 13	D $50,754 52	$839,245 24	$134,510 08	$729,863 67
824,221 34	.....	D 725,922 01	D 942,027 15	.....	D 1,667,949 16
2,752,000 00	D 619,450 00	.....	D 125,000 00	.....	D 744,450 00
3,263,804 37	D 596,723 72	D 970 56	520,085 10	D 3,888,800 08	D 3,966,409 26
6,606,302 50	D 5,666 84	D 466,122 50	449,312 51	D 219,262 84	D 241,739 67
1,846,557 89	17,777 62	879,287 64	D 2,916 67	59,068 64	953,217 23
7,157,304 37	D 14,504 45	D 188,498 83	4,490,110 56	.....	4,287,107 28
35,409 68	8,314 49	.....	.....	1,250 00	9,564 49
472,500 00	.....	.....	.....	.....	.....
128,075 55	D 238,311 45	D 114 43	5,340 15	.....	D 233,085 73
2,900,000 00	2,900,000 00	.....	.....	.....	2,900,000 00
$30,178,695 90	$1,258,298 52	D $553,095 21	$5,234,149 74	D $3,913,234 20	$2,026,118 85
$6,754,051 79	.....	.....	$1,327 80	.....	$1,327 80
$4,112,261 39	.....	[4] $1,423,403,63	.....	.....	$1,423,403 63
$261,038,233 66	$611,000 00	.....	.....	.....	$611,000 00
54,684,116 79	D 493,000 00	.....	.....	D $97,000 00	D 590,000 00
$315,722,350 45	$118,000 00	.....	.....	D $97,000 00	$21,000 00
$9,333,274 16	$2,632,550 05	.....	.....	$569,696 51	$3,202,246 56
294,991 53	.....	.....	$17,071 47	3,764 50	20,835 97
21,330,351 13	8,631,141 29	[8] D $1,397,985 97	D 479,664 89	24,576 27	6,778,066 70
$30,958,616 82	$11,263,691 34	D $1,397,985 97	D $462,593 42	$598,037 28	$10,001,149 23
$10,231,551 25	.....	.....	.....	.....	.....
88,867,090 00	.....	$2,500 00	.....	.....	$2,500 00
51,308 75	.....	D 2,500 00	.....	.....	D 2,500 00
$99,149,950 00	.....	.....	.....	.....	.....
$8,404,069 50	D $3,058,991 82	$145,396 55	D $200,985 69	$3,398 23	D $3,111,182 73
$495,279,995 85	$9,580,998 04	D $382,281 00	$4,571,898 43	D $3,408,798 69	$10,361,816 78

[7] Includes $1,061,682.98, Reserves taken over by Receiver, which consist of Depreciation reserve, Reserve for replacement of retired property of existing railroad and Employees' liability reserve.
[8] Includes D $4,492.94, Reserves taken over by Receiver.
[9] Capital stock.
[10] Income applicable to purposes of Adjustment income mortgage bonds.

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	$7,390 95
	7,940 21
	D 90 00
	D 119,221 92
	3,534 56
	120 45
	D 906,183 94
	$13,500 00
	26,109 18
	$39,609 18
	$50,788 34

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year and balance at the close, for operating companies — Continued
System companies
during year

Mid-Crosstown	New York City Inter-borough	Pelham Park & City Island	Southern Boulevard	Union	Bronx Traction	West-chester Electric	Total
D $3,318 52	D $31,405 62	D $1,486 98	$2,336 19	D $1,374 24	.....	D $12,278 86	D $173,129 58
.....	.....	.....	199 16	D 5,703 26	.....	.....	D 5,504 10
D 1,667 96	D 6,748 11	.....	D 6,288 66	D 136,500 09	.....	56,849 18	D1,063,533 65
.....	D 769 10	D 92 00	D 116 50	D 1,152 85	.....	D 26,388 22	D 158,000 16
D 70 83	24 06	.....	.....	36,600 67	.....	D 19 62	D 471,926 08
D $5,077 31	D $38,898 77	D $1,578 98	D $3,819 81	D $108,129 77	.....	$18,162 48	D$1,892,093 57
.....	.....	.....	.....	5,429 81	.....	D 12,382 41	D 16,204 67
D $5,077 31	D $38,898 77	D $1,578 98	D $3,819 81	D $102,699 96	.....	$5,780 07	D$1,908,298 24
.....	.....	.....	.....	.....	.....	.....	D $24,197 75
.....	.....	.....	$501 25	.....	.....	.....	15,402 94
D $5,000 00	$7,500 00	.....	.....	$15,402 94	.....	$4,500 00	643,675 54
D $5,000 00	$7,500 00	.....	$501 25	$30,078 48	.....	$4,500 00	$634,880 73
.....	D $4,392 00	.....	.....	D $44,827 00	D $589 23	D $18,940 82	D $123,151 69
.....	.....	.....	.....	.....	.....	.....	D 1,690 40
.....	.....	.....	.....	1 68	.....	.....	D 376 41
.....	32,271 83	.....	$404 34	147,955 69	15,992 17	D 8,016 63	D 74,781 57
.....	$27,879 83	.....	$404 34	$103,130 37	$15,402 94	D $26,957 45	D $200,000 07
.....	*D 1,375 40*	*$173 83*	.....	*D 14,597 00*	.....	*16,534 12*	*D 199,967 50*
.....	$29,255 23	Cr $173 83	$404 34	$117,727 37	$15,402 94	D $43,491 57	D $32 57
.....	.....	.....	.....	D $2,583 21	.....	.....	D $19,339 19
.....	D $1,046 95	.....	D $53,497 59	D 39,034 65	$6,000 00	D $15,261 08	570,640 54
D $25 30	349 39	D $18 15	.....	8,887 98	.....	3,921 65	69,401 28
.....	D 6,000 00	.....	.....	.....	.....	.....	D 19,786 65
.....	.....	.....	.....	.....	.....	.....	10,149 81
D $25 30	D $6,697 56	D $18 15	D $53,497 59	D $32,729 88	$6,000 00	D $11,339 43	$611,065 79
D $10,102 61	D $8,841 10	D $1,770 96	D $56,411 81	$12,376 01	$21,402 94	D $44,550 93	D $662,384 29
D $67 41	$4,801 96	D $20 29	$3,021 53	$42,568 66	.....	$2,588 49	D $65,289 66
.....	.....	.....	.....	.....	.....	.....	D 318,190 08
D 8,475 23	58,831 52	560 86	27,297 03	220,600 16	.....	32,757 31	585,645 39
.....	.....	.....	.....	.....	.....	.....	D 594,568 63
3,086 90	27,192 17	D 353 50	37,840 50	43,108 05	.....	1,496 78	D 75,274 53
.....	.....	.....	150 00	D 75 00	.....	D 6,237 50	991,145 00
.....	2,547 87	D 529 45	12,309 74	D 128,138 46	$7,265 52	53,737 20	D 310,561 75
D 202 76	1,827 21	D 23 36	943 72	10,195 69	.....	2,169 51	38,386 82
.....	37 12	D 60	.....	181 40	.....	D 818 77	D 274 40
D $5,658 50	$95,237 85	D $366 34	$81,562 52	$188,440 50	$7,265 52	$85,693 02	$251,018 16
.....	.....	.....	.....	.....	$15,402 94	.....	$15,402 94
.....	$33,480 00	.....	$189 61	$4,504 07	.....	.....	$38,173 68
.....	.....	.....	.....	.....	.....	.....	13,500 00
.....	.....	.....	.....	5,570 52	.....	$33,682 41	921,173 57
.....	$33,480 00	.....	$189 61	$10,074 59	.....	$33,682 41	$972,847 25
D $4,444 11	D $137,558 95	D $1,404 62	D $138,163 94	D $186,139 08	D $1,265 52	D $163,926 36	D$1,901,652 64
D $10,102 61	D $8,841 10	D $1,770 96	D $56,411 81	$12,376 01	$21,402 94	D $44,550 93	D $662,384 29

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes
§ 2. Third Avenue System
(b) Balance at

Accounts	Third Avenue	Belt Line	Dry Dock, E. B'way & Battery	43d St., Manh. & St. N. Ave.
Assets				
Current assets:				
Cash	$653,837 83	$47,469 54	$16,288 88	$12,052 54
Sinking funds uninvested	.....	.....	.....	.....
Other special deposits	[1] 663,810 75	.....	4,250 00	8,011 83
Accounts receivable	75,591 91	.....	84,125 35	11,332 12
Interest and dividends receivable	2,650,776 06	2,343 15	124 84	240 62
Total current assets	$4,044,016 55	$49,812 69	$104,789 07	$31,637 11
Materials and supplies	618,757 15	.....	.....	.....
Total floating capital	$4,662,773 70	$49,812 69	$104,789 07	$31,637 11
Miscellaneous investments:				
Stocks of associated companies } Funded debt of associated companies }	[1]$18,258,183 41	{	.....	.....
Advances to associated companies	16,742,708 35	.....	.....	.....
Real estate and other miscellaneous investments	620,000 00	$5,000 00	$10,500 00	$24,000 00
Total miscellaneous investments	$35,620,891 76	$5,000 00	$10,500 00	$24,000 00
Fixed capital:				
Street railway land, December 31, 1908	$8,156,396 40	.....	$663,524 80	$2,219,977 85
Intangible street railway capital, December 31, 1908	.....	.....	1,210,484 49	30,485 18
Tangible street railway capital, December 31, 1908	22,086,167 63	.....	2,041,223 32	9,480,110 00
Street railway landed capital installed since December 31, 1908	100,945 52	$490,000 00	2,110 41	122 50
Intangible street railway capital installed since December 31, 1908	1,270 00	19,987 33	3,171 65	2,634 90
Tangible street railway capital installed since December 31, 1908	3,858,665 28	1,690,928 06	430,590 41	837,006 73
Total fixed capital — gross investment	$34,203,444 83	$2,200,915 39	$4,351,105 08	$12,570,337 16
Accrued amortization of capital (since December 31, 1908) — Cr	*667,742 04*	.....	*411,986 00*	*325,932 34*
Total fixed capital — net investment	$33,535,702 79	$2,200,915 39	$3,939,119 08	$12,244,404 82
Miscellaneous temporary debits:				
Temporary advances to associated companies	$3,234,048 19	$53,625 41	$119,416 94	$23,635 58
Prepayments	94,983 10	8,493 25	15,681 66	11,836 27
Unamortised debt discount and expense	1,099,595 27	65,625 46	.....	.....
Other suspense	50,311 53	.....	.....	.....
Total deferred debit items	$4,478,938 02	$127,744 12	$135,098 60	$35,471 85
Total	$78,298,306 27	$2,383,472 20	$4,189,506 75	$12,335,513 78
Liabilities				
Unfunded debt:				
Taxes accrued	$154,629 83	$31,137 69	$38,757 59	$83,401 58
Matured funded debt unpaid	.....	.....	.....	1,487,000 00
Working advances due associated companies	46,058 87	22 80	769,997 00	259,927 87
Miscellaneous bills payable	.....	.....	.....	.....
Miscellaneous accounts payable	267,830 43	25,946 35	2,829 90	32,067 55
Interest accrued on funded debt	4,214,668 75	.....	18,568 33	20,000 00
Interest accrued on unfunded debt	44,398 68	1,218 20	45,548 92	241,873 62
Due for wages and salaries	32,933 99	2,543 97	3,993 94	7,546 68
Other unfunded debt	3,379 40	.....	.....	3,278 38
Total unfunded debt	$4,763,899 95	$60,869 01	$879,695 68	$2,135,095 68
Funded debt:				
Mortgage bonds	$49,526,500 00	$1,750,000 00	$2,778,200 00	$1,200,000 00
Construction advances owing to associated cost	.....	73,091 53	.....	6,415,152 98
Total funded and other long-term debt	$49,526,500 00	$1,823,091 53	$2,778,200 00	$7,615,152 98
Reserves:				
Sinking fund and other contractual reserves	.....	.....	.....	.....
Casualties and insurance reserves	$35,000 00	$8,519 29	$8,049 87	$33,500 00
Other optional reserves, incl. suspense credit bal	9,248,101 65	.....	2,657 27	26,109 18
Total reserves	$9,283,101 65	$8,519 29	$10,707 14	$59,609 18
Common stock	$16,590,000 00	$734,000 00	$1,200,000 00	$2,500,000 00
Corporate surplus or (D) deficit	D $1,865,195 33	D $243,007 63	D $679,096 07	$25,655 94
Total	$78,298,306 27	$2,383,472 20	$4,189,506 75	$12,335,513 78

NOTE.— For accounts not appearing in stub companies report none.
[1]See note 17 on first double page of § 1, Div. A of this table.

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during year and balance at the close, for operating companies — Continued
companies — Concluded
close of year

Mid-Crosstown	New York City Inter-borough	Pelham Park & City Island	Southern Boulevard	Union	Bronx Traction	West-chester Electric	Total
.....	$18,404 57	.....	$8,597 15	$44,812 79	.....	$32,441 02	$833,904 32
.....	(x)	.....	199 16	661 53	.....	.....	860 69
.....	.....	.....	6,575 00	4,275 00	.....	78,587 50	765,510 08
.....	106 80	.....	4,176 36	15,463 07	.....	39,075 44	229,871 05
.....	996 41	.....	90 83	328,320 75	.....	8,418 13	2,991,310 79
.....	$19,507 78	.....	$19,638 50	$393,533 14	.....	$158,522 09	$4,821,456 93
.....	.....	.....	.....	119,683 85	.....	13,060 22	751,501 22
.....	$19,507 78	.....	$19,638 50	$513,216 99	.....	$171,582 31	$5,572,958 15
.....	.....	.....	.....	$75,728 75	.....	.....	$18,394,714 41
.....	[2] $60,000 00	.....	$501 25	301 00	.....	.....	17,929,420 32
.....	.....	.....	.....	1,186,711 97	.....	.....	803,675 54
.....	62,500 00	.....	8,000 00	63,675 54	.....	$10,000 00	
.....	$122,500 00	.....	$8,501 25	$1,326,417 26	.....	$10,000 00	$37,127,810 27
.....	.....	.....	$21,595 62	$103,718 93	$204 85	$70,256 99	$11,225,675 44
.....	$40,819 36	.....	18,750 00	70,082 05	.....	31,540 84	1,402,161 92
.....	6,339,376 28	.....	519,109 35	7,490,546 49	305,351 17	2,166,382 52	50,430,266 76
$25,751 15	.....	.....	394 09	32,826 56	1,071 56	20,951 93	674,173 72
7,000 00	12,466 92	.....	2,844 80	53,475 63	10,054 80	392 50	113,298 53
128,312 33	653,792 61	$82,789 64	145,791 09	1,909,655 51	381,751 96	483,618 26	10,602,901 88
$161,063 48	$7,046,455 17	$82,789 64	$708,484 95	$9,660,305 17	$698,434 34	$2,775,143 04	$74,458,478 25
6,187 88	*111,310 38*	*173 83*	*21,468 11*	*452,870 24*	.....	*140,015 75*	*3,137,680 57*
$154,875 60	$6,935,144 79	$82,615 81	$687,022 84	$9,207,434 93	$698,434 34	$2,635,127 29	$72,320,797 68
.....	.....	.....	$3,396 17	$431,454 04	$96,822 58	$156,192 30	$4,118,591 21
.....	$1,486 94	.....	.....	17,869 02	.....	11,069 69	161,419 93
.....	47,000 00	.....	.....	.....	.....	.....	1,212,220 66
.....	.....	.....	.....	.....	.....	.....	50,311 53
.....	$48,486 94	.....	$3,396 17	$449,323 06	$96,822 58	$167,261 99	$5,542,543 33
$154,875 60	$7,125,639 51	$82,615 81	$718,558 76	$11,496,392 24	$795,256 92	$2,983,971 59	$120,564,109 43
$2,212 83	$44,799 37	$10,419 42	$13,958 86	$186,273 32	.....	$14,565 61	$580,156 10
.....	.....	.....	.....	.....	.....	.....	1,487,000 00
190,896 79	165,994 18	95,553 09	165,043 15	933,149 27	.....	366,876 63	2,993,519 65
.....	.....	29,545 31	.....	.....	.....	.....	29,545 31
3,560 00	42,591 98	.....	38,074 50	70,244 71	.....	2,186 92	485,332 34
.....	14,426 67	.....	6,475 00	42,441 67	.....	12,587 50	4,329,167 92
.....	5,420 73	8,420 04	49,596 70	854,302 92	$112,615 56	965,816 21	2,329,211 58
.....	3,515 97	.....	1,340 64	21,568 32	.....	3,822 50	77,266 01
.....	567 45	135 60	.....	22,004 57	.....	1,655 83	31,021 23
$196,669 62	$277,316 35	$144,073 46	$274,488 85	$2,129,984 78	$112,615 56	$1,367,511 20	$12,342,220 14
.....	$2,164,000 00	.....	$250,000 00	$2,000,000 00	.....	$500,000 00	$60,168,700 00
.....	7,358 29	.....	186,472 71	4,715,064 39	$725,251 31	2,142,161 17	14,264,552 38
.....	$2,171,358 29	.....	$436,472 71	$6,715,064 39	$725,251 31	$2,642,161 17	$74,433,252 38
.....	$499,080 00	.....	$869 90	$19,038 92	.....	.....	$518,988 82
$404 21	10,812 22	.....	3,500 00	55,000 00	.....	$7,712 80	162,498 39
.....	.....	.....	.....	5,570 52	.....	33,706 04	9,316,144 66
$404 21	$509,892 22	.....	$4,369 90	$79,609 44	.....	$41,418 84	$9,997,631 87
$150,000 00	$5,000,000 00	$45,000 00	$250,000 00	$2,000,000 00	$58,100 00	$500,000 00	$29,027,100 00
D $192,198 23	D $832,927 35	D106,457 65	D $246,772 70	$571,733 63	D $100,709 95	D$1,567,119 62	D $5,236,094 96
$154,875 60	$7,125,639 51	$82,615 81	$718,558 76	$11,496,392 24	$795,256 92	$2,983,971 59	$120,564,109 43

[2] See note 20 on first double page of § 1, Div. A of this table.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 3. Brooklyn Rapid
(a) Changes

Accounts	Brooklyn City	Brooklyn Heights	Brooklyn Heights, Receiver	Bridge Operating	Brooklyn, Queens Co. & Sub.
Assets					
Current assets:					
Cash	$368,410 91	D $703,800 78	$232,218 65	$170 59	D $118,780 32
Sinking funds uninvested					
Other special deposits	D 39,956 77	D 12,049 56	3,139 60		D 11,717 18
Bills receivable — due on demand		D 32,664 80	32,664 80		
Bills receivable — time					
Accounts receivable	1,686,543 76	D 161,426 04	929,483 71	7,166 66	D 19,842 36
Interest and dividends receivable	D 64 60	D 26,184 99	85,876 39		D 9,300 47
Other current assets (excl. materials and supplies)	D 120,479 91				
Total current assets	$1,894,453 39	D $936,126 17	$1,283,383 15	$7,337 25	D $159,640 33
Materials and supplies	96 63	D 21,223 19	11,736 36		
Total floating capital	$1,894,550 02	D $957,349 36	$1,295,119 51	$7,337 25	D $159,640 33
Miscellaneous investments:					
Stocks of associated companies	$345,000 00	D $12,504 50	$12,504 50		
Funded debt of associated companies		D 50,000 00	50,000 00		
Advances to associated companies					
Securities of non-associated companies	50,000 00		8,096 63		
Real estate and other miscel. investments	D 22,453 40	D 32,887 40	432,887 40		
Total miscel. investments	$372,546 60	D $95,391 90	$503,488 53		
Fixed capital:					
Fixed capital, Dec. 31, 1908	D $4123 50	D $862 94			D $1,209 94
Betterments on leased lines, Dec. 31, 1908		D 91,308 28			
Landed capital installed since 1908		D 22,894 96			14,029 28
Tangible capital installed since 1908	20,731 49	D 3,396,696 67			D 450 00
Expenditures on leased lines since 1908		3,283,391 05	$23,455 25		
Total fixed capital — gross investment	$16,607 99	D $328,371 80	$23,455 25		$12,369 34
Accrued amortization of capital (since 1908)	*70,093 40*	*D $3,114 91*	*26,075 26*		*D 748 67*
Total fixed capital — net investment	D $53,485 41	D $205,256 89	Cr $2,620 01		$13,118 01
Assets taken over by Receiver		$2,042,492 16			$465,526 87
Liquidation of liabilities			$907,164 11		
Miscellaneous temporary debits:					
Temporary advances to associated companies		D $975,000 00	$975,000 00		D $356,500 00
Prepayments	$42,252 66	D 97,614 44	7,593 66		D 11,207 00
Unamortized debt discount and expense					
Other suspense	153,537 00	4,057 67	94,310 49		D 234 21
Total deferred debit items	$195,789 66	D $1,068,556 77	$1,076,904 15		D $367,941 21
Total	$2,409,400 87	D $284,062 76	$3,780,056 29	$7,337 25	D $48,936 66
Liabilities					
Unfunded debt:					
Taxes accrued	$914,308 24	D $10,735 36	$183,336 15		D $21,617 52
Receiver's certificates					
Matured funded debt unpaid					
Amounts due associated companies	43,484 87	D 289,577 48	747,183 25		D 223,747 11
Miscellaneous bills payable			523,200 01	$1,666 66	
Miscellaneous accounts payable	1,005,653 45	D 535,111 11	40,546 97		D 25,008 93
Interest accrued on funded debt	43,212 50	12,350 00			311,625 00
Interest accrued on unfunded debt		479,530 45			161,374 02
Rent accrued for lease of road		39,342 43	400,778 54		
Dividends declared	D 782 01				
Due for wages and salaries	1,953 56	D 696 86	4,094 87		
Other unfunded debt	D 2,863 29	11,750 00			11,750 00
Total unfunded debt	$2,004,967 32	D $293,147 93	$1,899,139 79	$1,666 66	$214,375 46

NOTE.— "Cents" columns have been eliminat edwithout adjusting the last dollar unit. Accounts not appearing in stub show no changes during year.

[1] See note 17 on second double page of § 1, Div. A of this table.

[2] Includes Amortization of capital — suspense, $757.02.

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year and balance at the close, for operating companies — Continued
Transit surface companies
during year

Brooklyn, Queens Co. & Sub. Receiver	Coney Island & Brooklyn	Coney Island & Brooklyn, Receiver	Coney Island & Gravesend	Nassau Electric	Nassau Electric, Receiver	South Brooklyn	Total
$174,460 12	D $147,414 85	$367,499 89	$28,304 81	D $302,416 21	$284,135 05	$137,196 30	$319,984 16
.....	D 16,203 28	21,848 88	.....	.....	.....	.....	5,645 60
.....	D 57,090 32	.....	.....	D 42,508 43	9,602 43	.....	D 150,580 23
.....	D 65,329 60	65,329 60	.....	D 32,664 79	32,664 79	.....	.....
.....	.....	.....	.....	.....	.....	396 87	396 87
20,735 31	D 39,397 42	53,536 98	242 72	D 115,819 67	82,319 12	D 49,925 82	2,393,616 95
26,911 66	D 11,162 59	28,234 97	12,375 00	D 15,054 17	150,429 51	264 80	237,325 51
.....	.....	.....	.....	.....	.....	.....	D 120,479 91
$222,107 09	D $336,598 06	$531,450 32	$40,922 53	D $508,463 27	$559,150 90	$87,932 15	$2,685,908 95
.....	D 98 43	98 43	.....	.....	.....	.....	D 9,390 20
$222,107 09	D $336,696 49	$531,548 75	$40,922 53	D $508,463 27	$559,150 90	$87,932 15	$2,676,518 75
.....	D $35,009 00	$35,009 00	.....	D $12,504 50	$12,504 50	.....	$345,000 00
[1] $8,000 00	.....	[1] 107,000 00	.....	D 396,000 00	[1] 396,072 50	.....	115,072 50
.....	D 20,114 93	20,114 93	.....	.....	.....	.....	.....
.....	.....	14,393 20	.....	.....	24,390 80	$5,040 34	101,920 97
.....	D 7,100 00	7,100 00	.....	D 9,215 36	9,215 36	D 1,000 00	376,546 60
$8,000 00	D $62,223 93	$183,617 13	.....	D $417,719 86	$442,183 16	$4,040 34	$938,540 07
.....	D $3,221 54	.....	D $277 68	D $222,293 31	.....	D $28,158 01	D $260,146 92
.....	.....	.....	.....	.....	.....	D 13,503 90	D 104,812 18
.....	13,750 00	.....	.....	13,757 93	$8,437 73	19 73	27,099 71
$5,904 21	.....	$1,696 30	1,443 57	37,058 94	192,410 36	20,234 10	D 3,117,667 70
.....	.....	.....	.....	.....	.....	D 1,968 02	3,304,878 28
$5,904 21	$10,528 46	$1,696 30	$1,165 89	D $171,476 44	$200,848 09	D $23,376 10	D $150,648 81
19,847 32	.....	*24,059 14*	*9,883 72*	.....	*57,741 94*	*D 7,594 34*	*175,642 86*
Cr $13,243 11	$10,528 46	Cr $22,362 84	D $8,717 83	D $171,476 44	$143,106 15	D $15,781 76	D $326,291 67
.....	$703,059 27	.....	.....	$1,407,139 88	.....	.....	$4,618,218 18
$215,137 32	.....	$215,156 77	.....	.....	$695,976 75	.....	2,033,434 95
$356,500 00	D $210,500 00	$210,500 00	.....	D $580,000 00	$580,000 00	.....	.....
7,833 37	D 21,996 29	14,685 82	D $185 10	D 41,252 93	31,476 12	D $7,816 18	D $76,239 31
1,491 04	D 3,125 00	883 08	.....	.....	13,180 30	.....	12,429 42
82,461 73	[2] 493 97	116,297 91	100 00	[3] 77,535 71	[4] 777,563 50	1,948 99	1,308,072 76
$448,286 14	D $235,127 32	$342,366 81	D $85 10	D $543,717 22	$1,402,219 92	D $5,867 19	$1,244,271 87
$880,187 44	$79,539 99	$1,250,326 62	$32,119 60	D $234,236 91	$3,242,636 88	$70,323 54	$11,184,692 15
$75,997 69	D $21,910 39	$85,485 52	D $1,198 61	D $85,153 11	$187,887 08	$63,358 57	$1,369,758 26
24,240 00	.....	.....	.....	.....	227,250 00	.....	251,490 00
.....	.....	.....	.....	.....	.....	150,000 00	150,000 00
173,331 20	D 188,982 47	128,897 78	129 82	D 670,738 28	753,189 24	D 23,711 88	449,458 94
40,868 58	.....	56,194 28	.....	.....	372,925 73	.....	993,188 60
25,206 11	D 43,545 30	39,360 33	D 987 65	D 91,768 99	99,762 75	D 121,570 90	394,203 38
.....	262,224 20	.....	.....	589,900 00	.....	.....	1,219,311 70
.....	7,472 89	.....	158,220 00	371,743 71	.....	159,519 24	1,337,860 31
.....	.....	.....	.....	.....	.....	.....	440,129 97
.....	.....	.....	.....	.....	.....	.....	D 782 01
.....	D 15 22	122 85	.....	D 170 63	506 53	66 94	5,862 04
.....	11,750 00	.....	.....	11,750 00	.....	.....	44,136 71
$339,643 58	$26,993 71	$310,060 75	$156,163 56	$125,562 70	$1,641,521 33	$227,661 97	$6,654,608 90

[3] Includes Amortisation of capital — suspense, $86,853.94. See note 19 on second double page of § 1, Div. A of this table.
[4] Includes Car lease warrants purchased, $19,281.27.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 3. Brooklyn Rapid Transit
(a) Changes during

ACCOUNTS	Brooklyn City	Brooklyn Heights	Brooklyn Heights, Receiver	Bridge Operating	Brooklyn, Queens Co. & Sub.
LIABILITIES — *Concluded*					
Assets taken over by Receiver	.....	.....	$2,042,492 16	.....	.....
Liquidation of liabilities	.....	$007,164 11	.....	.....	$215,137 32
Funded debt:					
Mortgage bonds	.....	.....	.....	.....	[1] 8,000 00
Miscellaneous funded debt	.....	.....	.....	.....	.....
Owing to lessee company for betterments	D $119,961 76	.....	.....	.....	.....
Reserves:					
Casualties and insurance reserves	105,596 28	D 33,726 01	26,238 64	.....	.....
Other optional reserves, incl. suspense credit balance	481,729 05	D 23,693 61	14,875 22	.....	97
Corporate surplus or (D) deficit	D $62,930 02	D $840,659 32	D $202,689 52	$5,670 59	D $486,450 41
Total	$2,409,400 87	D $284,062 76	$3,780,056 29	$7,337 25	D $48,936 66
ASSETS					(b) Balance
Current assets:					
Cash	$413,913 92	.....	$232,218 65	$13,113 63	.....
Sinking funds uninvested	.....	.....	.....	.....	.....
Other special deposits	118,080 69	$3,375 00	3,139 60	.....	$9,403 03
Bills receivable — due on demand	.....	.....	32,604 80	.....	.....
Bills receivable — time	.....	.....	.....	.....	.....
Accounts receivable	2,002,460 42	.....	929,483 71	[2] 11,697 51	.....
Interest and dividends receivable	1,280 99	.....	85,876 39	.....	.....
Total current assets	$2,535,736 02	$3,375 00	$1,283,383 15	$24,811 14	$9,403 03
Materials and supplies	96 63	.....	11,736 36	.....	.....
Total floating capital	$2,535,832 65	$3,375 00	$1,295,119 51	$24,811 14	$9,403 03
Miscellaneous investments:					
Stocks of associated companies	$345,000 00	.....	$12,504 50	.....	.....
Funded debt of associated companies	.....	.....	50,000 00	.....	.....
Advances to associated companies	.....	.....	.....	.....	.....
Securities of non-associated companies	50,000 00	$34,765 00	8,096 63	.....	$7,157 51
Real estate and other misc. investments	174,000 00	222,186 36	432,887 40	.....	31,886 18
Total misc. investments	$569,000 00	$256,951 36	$503,488 53	.....	$39,043 69
Fixed capital:					
Street railway land, Dec. 31, 1908				.....	
Intangible street railway capital, Dec. 31, 1908	$19,808,876 50	$424,949 73	.....	$76 97	$10,070,070 39
Tangible street railway capital, Dec. 31, 1908				100,657 58	
Betterments on leased lines, Dec. 31, 1908	.....	7,016,594 22	.....	.....	.....
Street railway landed capital installed since Dec. 31, 1908	.....	13,758 75	.....	.....	106,237 19
Tangible street railway capital installed since Dec. 31, 1908	20,731 49	23,761 87	.....	.....	1,247,548 32
Expenditures on leased lines since Dec. 31, 1908	.....	6,007,749 98	$23,455 25	.....	.....
Total fixed capital — gross investment	$19,829,607 99	$13,486,814 55	$23,455 25	$100,734 55	$11,423,855 90
Accrued amortization of capital (since Dec. 31, 1908 — Cr	*70,093 40*	*162,817 67*	*26,075 26*	.....	*15,316 47*
Total fixed capital — net investment	$19,759,514 59	$13,323,996 88	Cr $2,620 01	$100,734 55	$11,408,539 43

NOTE.— For accounts not appearing in stub, companies report None.

[1] See note 17 on second double-page of § 1, Div. A, of this table.

[2] Includes accrual of $8,500 or 6% on capital stock for the 17 months ended May 31, 1920 (payable to stockholders under agreement of June 21, 1907) not accrued on books, but herein shown to meet the views of the Commission as indicated in their letter of February 10, 1911.

[3] See note 17 on second double-page of § 1, Div. A, of this table.

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year and balance at the close, for operating companies — Continued
surface companies — Continued
year — Concluded

Brooklyn, Queens Co. & Sub. Receiver	Coney Island & Brooklyn	Coney Island & Brooklyn, Receiver	Coney Island & Gravesend	Nassau Electric	Nassau Electric, Receiver	South Brooklyn	Total
$465,526 87	.....	$703,059 27	.....	.....	$1,407,139 88	.....	$4,618,213 18
.....	$215,156 77	.....	.....	$695,976 75	.....	.....	2,033,434 95
.....	[1] 107,000 00	.....	.....	[1] 72 50	.....	.....	115,072 50
.....	.....	.....	.....	.....	.....	D $150,000 00	D 150,000 00
.....	.....	.....	.....	.....	.....	.....	D 119,961 76
.....	13 36	6,900 94	.....	D 8,608 63	21,000 94	7,438 32	124,853 84
1,985 31	D 113 54	6,102 97	.....	D 125,205 15	13,042 71	48,114 90	416,838 83
$73,031 68	D $269,510 31	$224,202 69	D $124,043 96	D $922,035 06	$159,932 02	D $62,891 65	D $2,508,373 29
$880,187 44	$79,539 99	$1,250,326 62	$32,119 60	D $224,236 91	$3,242,636 88	$70,323 54	$11,184,692 15
at close of year							
$174,460 12	.....	$367,499 89	$45,334 94	.....	$284,135 05	$175,728 60	$1,706,404 80
.....	.....	21,848 88	.....	.....	.....	.....	21,848 88
.....	$30,270 00	.....	.....	$11,958 32	9,602 43	.....	185,829 07
.....	.....	65,329 60	.....	.....	32,664 79	.....	130,659 19
.....	.....	.....	.....	.....	.....	396 87	396 87
20,735 31	.....	53,536 98	1,995 52	.....	82,319 12	167,665 19	3,269,893 76
26,911 66	.....	23,234 97	18,633 33	.....	150,429 51	581 21	306,948 06
$222,107 09	$30,270 00	$531,450 32	$65,963 79	$11,958 32	$559,150 90	$344,371 87	$5,621,980 63
.....	.....	98 43	.....	.....	.....	.....	11,931 42
$222,107 09	$30,270 00	$531,548 75	$65,963 79	$11,958 32	$559,150 90	$344,371 87	$5,633,912 05
.....	.....	$35,009 00	$2,637,128 42	.....	$12,504 50	$152,093 58	$3,194,240 00
[2] $8,000 00	.....	[2] 107,000 00	.....	$1,365,000 00	[2] 396,072 50	.....	1,926,072 50
.....	.....	20,114 93	.....	.....	.....	.....	20,114 93
.....	$7,157 50	14,393 20	5,112 50	20,929 38	24,390 80	10,149 72	182,152 24
.....	12,009 22	7,100 00	5,398 45	114,490 20	9,215 36	67,640 72	1,076,813 89
$8,000 00	$19,166 72	$183,617 13	$2,647,639 37	$1,500,419 58	$442,183 16	$229,884 02	$6,399,393 56
.....	$313,083 26 7,662 47 7,896,902 49	.....	$206,111 82	$31,364,416 09	.....	$1,034,693 69	$71,227,500 99
.....	.....	.....	.....	.....	.....	1,465,889 00	8,482,483 22
.....	174,135 62	.....	53 65	191,836 01	$8,437 73	10,138 14	504,597 09
$5,904 21	1,204,457 18	$1,696 30	45,314 15	3,110,214 59	192,410 36	178,800 04	6,030,838 51
.....	.....	.....	.....	.....	.....	152,425 81	6,183,631 04
$5,904 21	$9,596,241 02	$1,696 30	$251,479 62	$34,666,466 69	$200,848 09	$2,841,946 68	$92,429,050 85
19,247 32	(4)	*24,059 14*	*20,701 26*	(5)	*57,741 94*	*81,520 33*	*477,572 79*
D $13,343 11	$9,596,241 02	Cr $22,362 84	$230,778 36	$34,666,466 69	$143,106 15	$2,760,426 35	$91,951,478 06

[4] Amortization of capital, debit balance, $213,548.39 is carried in suspense. See note 19 on second double page of § 1, Div. A of this table.
[5] Amortization of capital, debit balance, $466,339.18 is carried in suspense. See note 19 on second double-page of § 1, Div. A of this table.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 3. Brooklyn Rapid Transit
(b) Balance at

Accounts	Brooklyn City	Brooklyn Heights	Brooklyn Heights, Receiver	Bridge Operating	Brooklyn, Queens Co. & Sub.
Assets — *Concluded*					
Assets taken over by Receiver	.....	$2,042,492 16	.....	.....	$465,526 87
Liquidation of liabilities	.....	.....	$907,164 11	.....	.....
Miscellaneous temporary debits:					
Temporary advances to associated companies	.....	.....	$975,000 00	.....	.....
Prepayments	$42,252 66	.....	7,593 66	.....	.....
Unamortized debt discount and expense	.....	.....	.....	.....	.....
Other suspense	153,537 00	$183,851 71	94,310 49	.....	$4,217 46
Total deferred debit items	$195,789 66	$183,851 71	$1,076,904 15	.....	$4,217 46
Total	$23,060,136 90	$15,810,667 11	$3,780,056 29	$125,545 69	$11,926,730 48
Liabilities					
Unfunded debt:					
Taxes accrued	$914,308 24	$657,059 42	$188,336 15	.....	$126,497 98
Receiver's certificates	.....	.....	.....	.....	.....
Matured funded debt unpaid	.....	.....	.....	.....	.....
Amounts due associated companies	43,484 87	6,037,837 02	747,183 25	.....	51,427 37
Miscellaneous bills payable	.....	.....	523,200 01	.....	.....
Miscellaneous accounts payable	1,005,675 20	36,925 19	40,546 97	$3,333 33	6,874 14
Interest accrued on funded debt	213,254 16	15,800 00	.....	.....	435,033 34
Interest accrued on unfunded debt	.....	959,060 86	.....	.....	322,770 49
Rent accrued for lease of road	.....	54,759 08	400,778 54	.....	.....
Dividends declared	2,619 20	.....	.....	.....	.....
Due for wages and salaries	1,953 56	5,995 64	4,094 87	.....	.....
Other unfunded debt	.....	11,750 00	.....	.....	11,750 00
Total unfunded debt	$2,181,295 23	$7,779,187 21	$1,899,139 79	$3,333 33	$954,353 32
Assets taken over by Receiver	.....	.....	$2,042,492 16	.....	.....
Liquidation of liabilities	.....	$907,164 11	.....	.....	$215,137 32
Funded debt:					
Mortgage bonds	$6,925,000 00	$250,000 00	.....	.....	[4] $6,624,000 00
Certificates of indebtedness	.....	7,992,173 53	.....	.....	2,640,709 53
Miscellaneous funded debt	.....	.....	.....	.....	.....
Total funded and other long term debt	$6,925,000 00	$8,242,173 53	.....	.....	[4] $9,264,709 53
Reserves:					
Sinking fund and other contractual reserves	.....	.....	.....	.....	.....
Casualties and insurance reserves	$105,596 28	$273,614 63	$26,238 64	.....	$31,886 18
Other optional reserves, incl. suspense credit balance	481,729 05	152,380 06	14,875 22	.....	100,927 40
Total reserves	$587,325 33	$425,994 69	$41,113 86	.....	$132,813 58
Capital expenditures from Surplus	$888,000 00	.....	.....	.....	.....
Capital stocks:					
Preferred stock	.....	.....	.....	.....	.....
Common stock	$12,000,000 00	$200,000 00	.....	$100,000 00	$2,000,000 00
Total capital stocks	$12,000,000 00	$200,000 00	.....	$100,000 00	$2,000,000 00
Corporate surplus or (D) deficit	$478,516 34	D $1,743,852 43	D $202,689 52	$22,212 36	D $640,283 27
Total	$23,060,136 90	$15,810,667 11	$3,780,056 29	$125,545 69	$11,926,730 48

[1] See note 4 on preceding page.
[2] See note 5 on preceding page.
[3] Includes car lease warrants purchased, $19,281.27.
[4] See note 17 on second double-page of § 1, Div. A of this table.

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year and balance at the close, for operating companies — Continued
surface companies — Concluded
close of year — Concluded

Brooklyn, Queens Co. & Sub. Receiver	Coney Island & Brooklyn	Coney Island & Brooklyn, Receiver	Coney Island & Gravesend	Nassau Electric	Nassau Electric, Receiver	South Brooklyn	Total
.....	$703,059 27	.....	.....	$1,407,139 88	.....	.....	$4,618,218 18
$215,137 32	.....	$215,156 77	.....	.....	$695,976 75	.....	$2,033,434 95
$356,500 00	.....	$210,500 00	$247,500 00	.....	$580,000 00	.....	$2,369,500 00
7,833 37	$25 00	14,685 82	484 98	$3,609 81	31,476 12	$8,074 00	116,035 37
1,491 04	107,812 50	883 08	.....	.....	13,180 30	.....	123,366 92
82,461 73	[1] 214,144 02	116,297 91	999 87	[2] 472,343 22	[3] 777,563 50	3,655 10	2,103,382 01
$448,286 14	$321,981 52	$342,366 81	$248,984 80	$475,953 03	$1,402,219 92	$11,729 10	$4,712,284 30
$880,187 44	$10,670,718 53	$1,250,326 62	$3,193,366 32	$38,061,937 50	$3,242,636 88	$3,346,411 34	$115,348,721 10
$75,997 69	$71,184 38	$85,485 52	$2,946 39	$125,747 44	$187,887 08	$160,150 81	$3,590,601 10
24,240 00	.....	.....	.....	.....	227,250 00	.....	251,490 00
.....	132,000 00	.....	.....	.....	.....	150,000 00	282,000 00
173,331 20	2,989 34	128,897 78	4,364 37	135,741 72	753,189 24	375,070 63	8,453,516 79
40,868 58	28,362 16	56,194 28	.....	175,000 00	372,925 73	.....	1,196,550 76
25,206 11	2,427 49	39,360 32	1,636 61	14,406 95	99,762 75	77,745 60	1,353,900 66
.....	398,344 32	.....	.....	895,952 50	.....	2,250 00	1,960,634 32
.....	46,576 70	.....	291,440 00	736,108 31	.....	246,538 48	2,602,494 84
.....	.....	.....	.....	.....	.....	1,625 00	457,162 62
.....	.....	.....	.....	.....	.....	.....	2,619 20
.....	629 45	122 85	.....	288 14	506 53	232 98	13,823 97
.....	11,750 00	.....	.....	11,750 00	.....	.....	47,000 00
$239,643 58	$694,263 84	$310,060 75	$300,387 37	$2,094,995 06	$1,641,521 33	$1,013,613 45	$19,211,794 26
$465,526 87	.....	$703,059 27	.....	.....	$1,407,139 88	.....	$4,618,218 18
.....	$215,156 77	.....	.....	$695,976 75	.....	.....	$2,033,434 95
.....	[4] $6,212,000 00	.....	.....	[5] $14,750,000 00	.....	.....	$34,761,000 00
.....	118,298 46	.....	$2,637,000 00	6,047,187 85	.....	$2,394,070 59	21,829,439 96
.....	99,200 00	.....	.....	.....	.....	.....	99,200 00
.....	$6,429,498 46	.....	$2,637,000 00	$20,797,187 85	.....	$2,394,070 59	$56,689,639 96
.....	.....	.....	.....	$5,923 80	.....	.....	$5,923 80
.....	$18,798 32	$6,900 94	$5,398 45	114,490 20	$21,000 94	$74,795 23	678,719 81
$1,985 31	1,250 95	6,102 97	.....	147,672 85	13,042 71	58,779 95	978,746 47
$1,985 31	$20,049 27	$13,003 91	$5,398 45	$268,086 85	$34,043 65	$133,575 18	$1,663,390 08
.....	.....	.....	.....	.....	.....	.....	$968,000 00
.....	.....	.....	.....	$6,500,000 00	.....	.....	$6,500,000 00
.....	$2,983,900 00	.....	$350,000 00	8,500,000 00	.....	$500,000 00	26,633,900 00
.....	$2,983,900 00	.....	$350,000 00	$15,000,000 00	.....	$500,000 00	$33,133,900 00
$73,031 68	$327,850 19	$224,202 69	D $99,419 50	D $794,309 01	$159,932 02	D $694,847 88	D $2,889,656 38
$880,187 44	$10,670,718 53	$1,250,326 62	$3,193,366 32	$38,061,937 50	$3,242,636 88	$3,346,411 34	$115,348,721 10

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 4. Miscellaneous Manhattan
(a) Changes

Accounts	Miscellaneous Manhattan			
	Brooklyn & North River	Second Avenue, Receiver	New York Railways[1]	Eighth Avenue
Assets				
Current assets:				
Cash	D $1,402 94	D $503 73	D $514,461 93	$5,699 13
Other special deposits	D 13,535 70	D 25,362 67	D [2] 77,182 89	96 00
Bills receivable — time	.....	.....	D 653 63	.....
Accounts receivable	.....	15,336 52	388,227 99	D 151,518 35
Interest and dividends receivable	D 149 96	.....	380,266 97	D 460 06
Other current assets (excl. materials and supplies)	.....	.....	D [3] 882,209 80	.....
Total current assets	D $15,088 60	D $10,529 88	D $706,013 29	D $146,183 28
Materials and supplies	.....	7,395 41	D 28,063 71	D 6,108 45
Total floating capital	D $15,088 60	D $3,134 47	D $734,077 00	D $152,291 73
Miscellaneous investments:				
Advances to associated companies	.....	.....	.....	D $125,200 00
Securities of non-associated companies	.....	.....	.....	D 120 00
Real estate and other miscellaneous investments	.....	.....	$2,550 00	10,000 00
Total miscellaneous investments	.....	.....	$2,550 00	D $115,320 00
Fixed capital:				
Landed capital installed since 1908	.....	.....	([5])	[5] $77,600 68
Tangible st. ry. capital installed since 1908	.....	$6,611 64	[5] $13,424 09	[5] 68,237 31
Expenditures on leased lines since 1908	.....	.....	D 39 20	.....
Fixed capital in other departments since 1908	.....	.....	468 04	.....
Total fixed capital—gross investments	.....	$6,611 64	[5] $13,852 93	[5] $145,837 99
Accrued amortization of capital (since 1908)	.....	.....	*968,376 31*	.....
Total fixed capital — net investment	.....	$6,611 64	D $954,523 38	$145,837 99
Contingent assets	.....	.....	$112,840 89	.....
Accounts awaiting distribution	.....	.....	D $36,125 28	.....
Miscellaneous temporary debits:				
Prepayments	.....	D $1,181 06	D $15,772 59	$8,428 62
Other suspense	.....	.....	D [6] 2,175 00	653,412 67
Total	D $15,088 60	$2,296 11	D $1,627,282 34	[6] $540,067 55
Liabilities				
Unfunded debt:				
Taxes accrued	$1,838 18	$71,746 85	$372,307 93	$114,373 25
Receiver's certificates	.....	174,540 00	.....	.....
Judgments unpaid	.....	75,741 18	.....	.....
Working advances due associated companies	42,227 60	.....	[9] 2,003 95	.....
Miscellaneous bills payable	.....	.....	.....	279,500 00
Miscellaneous accounts payable	D 6,992 60	D32,497 78	148,257 67	D 58,342 84
Interest accrued on funded debt	.....	.....	924,783 85	420 23
Interest accrued on unfunded debt	.....	.....	89,611 19	6,553 15
Rent accrued for lease of road	.....	.....	948,566 51	.....
Other rents accrued	.....	.....	[10] 726 80	.....
Dividends declared	.....	.....	.....	.....
Due for wages and salaries	D 2,927 27	3,128 28	D 15,359 33	.....
Other unfunded debt	.....	.....	[11] D 882,519 66	.....
Total unfunded debt	$34,145 91	$292,658 53	$1,588,378 91	$342,503 79
Funded debt:				
Mortgage bonds	.....	.....	.....	$25,000 00
Miscellaneous funded debt	.....	.....	.....	[12] D 128,300 00
Contingent liabilities	.....	.....	$140,199 70	.....
Accounts awaiting distribution	.....	.....	45,653 12	.....
Reserves:				
Sinking fund and other contractual reserves	[13] $501 00	.....	.....	645,201 49
Casualties and insurance reserves	D 1,662 71	$9,701 99	235,446 05	.....
Other optional reserves, incl. suspense credit balance	.....	D 2,129 78	20,676 32	9,589 16
Corporate surplus or (D) deficit	D $48,072 80	D$297,934 63	[14] D $8,657,636 44	[14] D$353,926 89
Total	D $15,088 60	$2,296 11	[14] D $1,627,282 34	[14] $540,067 55

NOTE.— Accounts not appearing in stub show no changes during year. For omission of Second Avenue see note 4 on second double page of § 1, Div. A of this table. [1] Consolidated balance sheet. [2] Includes other special deposits under court orders, $25,616.68. [3] Composed of D $957,567.38, Job E. Hedges, Receiver of N. Y. Rys. Co. account, and $75,357.58, Estate N. Y. Rys. controlling account. [4] An item of $9,929.48, hitherto carried as street railway land of Ninth Avenue, Dec. 31, 1908, was in 1920 transferred to the Investments account. The property was sold, and the indicated decrease here appears in Investments. [5] See note 8 on second-double page of Div. A, § 1 of this table. [6] Includes U. S. Liberty Loan bonds on account of Employees' subscription, D $2,550. [7] Includes D $182.71 for accrued

year and balance at the close, for operating companies — Continued
and Brooklyn companies
during year

Companies			Miscellaneous Brooklyn Companies				
Ninth Avenue	New York & Harlem	Total	Bush Terminal	Manhattan Bridge 3-Cent Line	Marine	Van Brunt St. & Erie Basin	Total
$2,649 96	$29,915 54	D $478,103 97	$2,831 35	$9,933 93	$523 49	D $7,194 79	$6,093 98
.....	.....	D 115,985 26	.....	.....	.....	.....	.....
.....	.....	D 653 63	.....	.....	.....	.....	.....
D 43,679 41	D422,349 01	D 213,982 26	.....	D 3,334 63	D 516 55	D 423 86	D 4,275 04
560 49	.....	380,217 44	.....	41 84	.....	.....	41 84
.....	.....	D 882,209 80	.....	.....	.....	.....	.....
D $40,468 96	D $392,433 47	D$1,310,717 48	$2,831 35	$6,641 14	$6 94	D $7,618 65	$1,860 78
159 00	23,230 93	D 3,386 82	.....	1,961 25	.....	.....	1,961 25
D $40,309 96	D $369,202 54	D$1,314,104 30	$2,831 35	$8,602 39	$6 94	D $7,618 65	$3,822 03
.....	.....	D $125,200 00	.....	.....	.....	.....	.....
.....	.....	D 120 00	.....	.....	.....	.....	.....
[4] $25,070 52	.....	37,620 52	.....	.....	.....	$5,000 00	$5,000 00
$25,070 52	.....	D $87,699 48	.....	.....	.....	$5,000 00	$5,000 00
.....	.....	$77,600 68	.....	$1,000 00	.....	.....	$1,000 00
[5] $1,128 90	[5] $31,433 67	120,835 61	$285 54	22,832 58	.....	.....	23,118 12
.....	.....	D 39 20	.....	.....	.....	.....	.....
.....	.....	468 04	.....	.....	.....	.....	.....
[4], [5] $1,128 90	[5] $31,433 67	$198,865 13	$285 54	$23,832 58	.....	.....	$24,118 12
.....	.....	968,376 31	D 1,232 20	D 9,298 85	.....	D $4,281 98	D 14,813 03
$1,128 90	$31,433 67	D 769,511 18	$1,517 74	$33,131 43	.....	$4,281 98	$38,931 15
.....	.....	$112,840 89	.....	.....	.....	.....	.....
.....	.....	D $38,125 26	.....	.....	.....	.....	.....
$2,232 97	$5,950 30	D $341 76	D $665 28	D $221 12	.....	.....	D $886 40
259,662 06	454,121 12	1,365,020 85	.....	D [7] 11,704 96	.....	.....	D 11,704 96
[8] $247,784 49	[8] $122,302 55	D $729,920 24	$3,683 81	$29,807 74	$6 94	$1,663 33	$35,161 82
$40,722 39	D $872 63	$600,115 97	$777 01	$5,704 77	.....	.....	$6,481 78
.....	.....	174,540 00	.....	.....	.....	.....	.....
.....	.....	75,741 18	.....	.....	.....	.....	.....
.....	.....	44,231 55	87,665 29	.....	.....	.....	87,665 29
.....	210,000 00	489,500 00	.....	10,000 00	.....	.....	10,000 00
22,946 31	D 9,078 21	64,292 55	21,255 35	956 72	.....	D $90 72	22,121 35
.....	.....	925,204 08	.....	.....	.....	.....	.....
.....	.....	96,164 34	.....	.....	.....	.....	.....
.....	.....	948,566 51	.....	.....	.....	.....	.....
.....	.....	726 80	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	16 33	16 33
.....	.....	D 15,158 32	.....	D 156 79	.....	.....	D 156 79
.....	.....	D 882,519 66	.....	.....	$6 94	.....	6 94
$63,668 70	$200,049 16	$2,521,405 00	$109,697 65	$16,504 70	$6 94	D $74 39	$126,134 90
.....	.....	$25,000 00	.....	.....	.....	.....	.....
.....	.....	D 128,300 00	.....	.....	.....	.....	.....
.....	.....	140,199 70	.....	.....	.....	.....	.....
.....	.....	45,653 12	.....	.....	.....	.....	.....
$259,662 06	.....	905,364 56	.....	$7,975 60	.....	.....	$7,175 60
.....	$30,125 78	273,611 11	.....	4,022 50	.....	.....	4,022 50
2,000 00	78,587 19	108,722 89	.....	.....	.....	.....	.....
[14] D $77,546 27	[14] D$186,459 58	D$4,621,576 61	D$106,013 84	$1,304 94	.....	$1,737 72	D $102,971 18
[14] $247,784 49	[14] $122,302 55	D $729,920 24	$3,683 81	$29,807 74	$6 94	$1,663 33	$35,161 82

charges billed to the Brooklyn & North River. [9] Special fund deposits account leased lines. [10] Includes $2,450, rent under operating agreement. [11] Consists of Other unfunded debt, D $309.86; Estate New York Railways controlling account, D $957,567.38 and Job E. Hedges, Receiver, N. Y. Rys. Co., $75,357.58. [12] Represents bonds reacquired, which are deducted from bonds issued. Only $3,100 were reacquired in 1920, but in 1919 respondent neglected to deduct reacquired from issued bonds. [13] Amortization of capital. [14] See note 8 on second double-page of § 1, Div. A of this table.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 4. Miscellaneous Manhattan
(b) Balance at

Accounts	Miscellaneous Manhattan				
	Brooklyn & North River	Second Avenue, Receiver	Second Avenue	New York Railways[1]	Eighth Avenue
Assets					
Current assets:					
Cash	$39,632	$30,446	$6,693	$651,824	$9,848
Other special deposits	.....	1,512	.....	175,987	96
Bills receivable — due on demand	.....	.....	.....	65,329	.....
Bills receivable — time	.....	.....	.....	.....	.....
Accounts receivable	10,157	51,467	.....	1,311,103	9,731
Interest and dividends receivable	70	.....	.....	700,578	4,206
Other current assets (excl. all materials and supplies)	.....	.....	[2] 525,782	[3] 75,357	.....
Total current assets	$49,860	$83,425	$532,475	$2,980,181	$23,882
Materials and supplies	.....	23,919	.....	1,243,080	8,146
Total floating capital	$49,860	$107,344	$532,475	$4,223,261	$32,029
Miscellaneous investments:					
Stocks of associated companies	.....	.....	.....	$1,486,317	.....
Funded debt of associated companies	$10,998	.....	.....	210,000	.....
Advances to associated companies	.....	.....	.....	.....	.....
Securities of non-associated companies	15,423	.....	.....	.....	$125,453
Real estate and other miscellaneous investments	.....	.....	.....	114,953	10,000
Total miscellaneous investments	$26,422	.....	.....	$1,811,270	$135,453
Fixed capital:					
Street railway land, December 31, 1908	.....	.....	.....	.....	$653,863
Intangible street railway capital, December 31, 1908	.....	.....	.....	.....	.....
Tangible street railway capital, December 31, 1908	.....	.....	$8,744,814	.....	1,007,575
Street railway landed capital installed since December 31, 1908	$163	.....	.....	[4] $3,167	[4] 77,600
Intangible street railway capital installed since December 31, 1908	74,730	.....	.....	[4] 5,400	(5)
Tangible street railway capital installed since December 31, 1908	17,441	$1,281,569	.....	[4] 3,237,399	[4] 68,237
Expenditures on leased lines since December 31, 1908	.....	.....	.....	[4] 187,672	.....
Fixed capital installed in other departments since December 31, 1908	.....	.....	.....	[4] 115,737	.....
Total fixed capital-gross investment	$92,335	$1,281,569	$8,744,814	[4] $3,549,377	[4] $1,807,277
Accrued amortization of capital (since December 31, 1908) — Cr	.....	.....	.....	[7] *3,686,696*	.....
Total fixed capital-net investment	$92,335	$1,281,569	$8,744,814	Cr $137,319	$1,807,277
Contingent assets	.....	.....	.....	$120,548	.....
Accounts awaiting distribution	.....	.....	.....	$80,139,467	.....
Miscellaneous temporary debits:					
Construction in process	.....	.....	.....	Cr [8] $287,293	.....
Prepayments	.....	$300	.....	31,482	$8,428
Unamortised debt discount and expenses	.....	.....	.....	356,999	.....
Other suspense	.....	[9] 1,448,053	[10] $35,297	2,669	653,412
Total deferred debit items	.....	$1,448,354	$35,297	$103,857	$661,841
Total	$168,618	$2,837,269	$9,312,587	[6] $86,261,086	[6] $2,636,601

NOTE.— For accounts not appearing in stub, companies report none.
[1] Consolidated balance sheet.
[2] "Receiver Metropolitan Street Railway Company."
[3] Estate N. Y. Railways controlling account.
[4] See note 13 on second double-page of § 1, Div. A of this table.
[5] See note 4 on first double-page of this section.
[6] See note 8 on second double-page of § 1, Div. A of this table.
[7] The balance sheet as submitted by the company has been amended by the transfer of the reserve, "Accrued Amortization of Capital" from the liabilities side to the assets side, where it is shown as a deduc-

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year and balance at the close, for operating companies — Continued
and Brooklyn companies — Continued
close of year

Companies			Miscellaneous Brooklyn Companies				
Ninth Avenue	New York & Harlem	Total	Bush Terminal	Manhattan Bridge 3-Cent Line	Marine	Van Brunt St. & Erie Basin	Total
$3,918	$39,811	$782,174	$3,089	$17,598	$1,117	$6,949	$28,704
.....	.....	177,595	.....	.....	.....	.....	.....
.....	.....	65,329	.....	.....	.....	.....	.....
6,820	43,247	1,432,527	601	867	10,016	445	11,931
728	2,862	708,446	43	969	.....	.....	1,012
.....	.....	601,139	.....	.....	.....	.....	.....
$11,467	$85,920	$3,767,213	$3,684	$19,435	$11,134	$7,395	$41,649
3,702	23,230	1,302,079	.....	10,089	.....	.....	10,089
$15,169	$109,151	$5,069,293	$3,684	$29,525	$11,134	$7,395	$51,738
.....	.....	$1,486,317	.....	.....	.....	.....	.....
.....	$184,238	405,236	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....
$11,150	53,297	205,325	.....	.....	.....	.....	.....
35,000	[4] 16,718,775	16,878,728	$7,530	$55,118	.....	$25,000	$87,649
$46,150	[4] $16,956,311	$18,975,607	$7,530	$55,118	.....	$25,000	$87,649
(5)	[4] $4,648,748	$15,396,433	.....	.....	.....	$1,697	$1,697
.....			$3,967	.....	.....	7,204	11,171
$341,431			260,693	.....	.....	257,109	517,803
(5)	(5)	80,932	.....	$67,503	$5,483	.....	72,987
(5)	(5)	80,130	.....	91,385	.....	.....	91,385
[6] 1,128	[6] 31,433	4,637,210	66,209	305,820	.....	3,056	375,086
.....	.....	187,672	.....	.....	.....	.....	.....
.....	.....	115,737	.....	.....	.....	.....	.....
[6] $342,560	[6] $4,680,181	$20,498,116	$330,870	$464,708	$5,483	$269,068	$1,070,131
.....	.....	*3,686,696*	*1,251*	*2,284*	.....	*Dr 1,469*	*2,066*
$342,560	$4,680,181	$16,811,419	$329,619	$462,424	$5,483	$270,537	$1,068,064
.....	.....	$120,548	.....	.....	.....	.....	.....
.....	.....	$80,139,467	.....	.....	.....	.....	.....
.....	.....	Cr $287,293	.....	.....	.....	.....	.....
$2,232	$5,950	48,394	$166	$1,335	.....	.....	$1,502
.....	.....	356,999	.....	.....	.....	.....	.....
259,662	1,897,136	4,296,231	.....	.....	.....	.....	.....
$261,895	$1,903,086	$4,414,332	$166	$1,335	.....	.....	$1,502
[6] $665,774	[6] $23,648,731	$125,530,669	$341,000	$548,403	$16,617	$302,932	$1,208,955

tion from fixed capital in accordance with the requirements of the report form. It should be noted, however that the part of the company's fixed capital reported above excludes the fixed capital in Accounts awaiting distribution, whereas the reserve is applicable to the total fixed capital.

[4] Removal of equalizers throughout the system, Cr $148,261.93; changing D. C. and pulling out A. C. feeders, Cr $100,855.58; cable pulled out, not replaced, Cr $56,396.20; installing and pulling out million feeders, Cr $1,085.53; money received from insurance company for burned cars, Cr $2,354.44; protection of feeders in manholes, $21,660.47.

[5] Second Avenue R. R. Co. Estate Account.

[6] "A. E. Kalbach, Receiver,— realization on scrap metal retired."

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 4. Miscellaneous Manhattan and
(b) Balance at close of

Accounts	Miscellaneous Manhattan				
	Brooklyn & North River	Second Avenue, Receiver	Second Avenue	New York Railways[1]	Eighth Avenue
Liabilities					
Unfunded debt:					
Taxes accrued	$10,689	$235,437	.....	$1,841,283	$114,373
Receiver's certificates	.....	3,376,400	.....	.....	.....
Judgments unpaid	.....	203,888	.....	.....	.....
Matured funded debt unpaid	.....	.....	$89,000	.....	.....
Working advances due associated companies	273,699	.....	.....	[2] 76,971	.....
Miscellaneous bills payable	261,318	.....	286,465	400,000	279,500
Miscellaneous accounts payable	2,233	171,089	.....	1,407,078	81,657
Interest accrued on funded debt	.....	475	.....	1,536,726	19,170
Interest accrued on unfunded debt	.....	.....	.....	389,535	6,553
Rent accrued for lease of road	.....	.....	.....	[3] 1,944,389	.....
Other rents accrued	.....	.....	.....	[4] 23,800	.....
Dividends declared	.....	.....	.....	.....	.....
Due for wages and salaries	5	6,216	.....	121,519	.....
Other unfunded debt	.....	36,109	[6] 1,458,910	[5] 311,116	.....
Total unfunded debt	$547,946	$4,029,616	$1,834,375	$8,052,420	$501,254
Funded debt:					
Mortgage bonds	.....	.....	$5,631,000	$56,770,777	$25,000
Miscellaneous funded debt	.....	.....	.....	[7] 2,250	621,700
Construction advances owing to associated companies	.....	.....	.....	.....	.....
Total funded and other long term debt	.....	.....	$5,631,000	$58,773,027	$646,700
Contingent liabilities	.....	.....	.....	$147,906	.....
Accounts awaiting distribution	.....	.....	.....	$8,104,242	.....
Reserves:					
Sinking fund and other contractual reserves	[8] $12,518	.....	.....	.....	$645,201
Casualties and insurance reserve	20,456	$48,060	.....	$443,660	.....
Other optional reserves, incl. suspense credit bal.	.....	4,750	[9] 574,910	187,665	9,589
Total reserves	$32,975	$52,810	$574,910	$631,326	$654,790
Capital stocks:					
Preferred stock	.....	.....	.....	.....	.....
Common stock	$100,000	.....	$1,862,000	$17,495,060	$1,000,000
Total capital stocks	$100,000	.....	$1,862,000	$17,495,060	$1,000,000
Corporate surplus or (D) deficit	D $512,302	D $1,245,157	D $589,698	[10] D$6,942,897	[10] D $166,143
Total	$168,618	$2,837,269	$9,312,587	[10] $36,261,086	[10] $2,636,601

[1] Consolidated balance sheet.
[2] Special fund deposits account leased lines.
[3] Includes corporate expenses of 23d Street Ry. for quarter ending September 30, 1920, payable in advance $375, and adjustment of corporate expenses of Christopher and 10th Street R. R. applicable to 1919, $237.62.
[4] Includes $18,500 rent under operating agreement.
[5] Inclues $75,357.58, Job E. Hedges, Receiver N. Y. Rys. Co.

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year and balance at the close, for operating companies — Continued
Brooklyn companies — Concluded
year — Concluded

Companies			Miscellaneous Brooklyn Companies				
Ninth Avenue	New York & Harlem	Total	Bush Terminal	Manhattan Bridge 3-Cent Line	Marine	Van Brunt St. & Erie Basin	Total
$40,722	.....	$2,242,505	$17,077	$21,921	.....	.....	$38,999
.....	.....	3,376,400	.....	.....	.....	.....	.....
.....	.....	203,888	.....	.....	.....	.....	.....
.....	.....	89,000	.....	.....	.....	.....	.....
.....	.....	350,670	420,706	.....	.....	.....	420,706
.....	$220,000	1,447,284	.....	10,000	.....	.....	10,000
22,946	123,437	1,808,442	49,734	3,212	.....	$2,361	55,308
.....	.....	1,556,371	.....	.....	.....	387	387
.....	.....	396,088	.....	.....	.....	.....	.....
.....	.....	1,944,389	.....	.....	.....	.....	.....
.....	.....	23,800	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	370	370
.....	.....	127,741	.....	2,122	.....	.....	2,122
.....	7,274	1,813,409	.....	.....	$49,897	.....	49,897
$63,668	$350,711	$15,379,992	$487,518	$37,257	$49,897	$3,119	$577,791
.....	$12,000,000	$76,428,777	.....	.....	.....	$31,000	$31,000
.....	.....	623,950	.....	.....	.....	.....	.....
.....	.....	.....	$336,045	.....	.....	.....	336,045
.....	$12,000,000	$77,050,727	$336,045	.....	.....	$31,000	$367,045
.....	.....	$147,906	.....	.....	.....	.....	.....
.....	.....	$8,104,242	.....	.....	.....	.....	.....
$259,662	.....	$917,381	.....	$43,433	.....	.....	$43,433
.....	$30,125	542,303	.....	4,022	.....	.....	4,022
2,000	78,587	857,502	.....	.....	.....	.....	.....
$261,662	$108,712	$2,317,188	.....	$47,455	.....	.....	$47,455
.....	$1,343,950	$1,343,950	.....	.....	.....	.....	.....
$800,000	8,656,050	29,913,110	$20,000	$450,000	$50,000	$200,000	$720,000
$800,000	$10,000,000	$31,257,060	$20,000	$450,000	$50,000	$200,000	$720,000
[10] D $459,555	[10] $1,189,306	D $8,726,448	D $502,562	$13,690	D $83,279	$68,813	D $503,337
[10] $665,774	[10] $23,648,731	$125,530,669	$341,000	$548,403	$16,617	$302,932	$1,208,955

[6] Consists of A. E. Kalbach, Receiver, $1,448,545.64 and amounts due lessee for improvements and betterments, $10,364.41.
[7] Convertible bond scrip at 4 per cent.
[8] Amortization of capital.
[9] See note 8 on second double-page of § 2, Div. A of this table.
[10] See note 8 on second double-page of § 1, Div. A.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 5. Queens and Richmond
(a) Changes

Accounts	Queens			
	New York & Queens County	Long Island Electric	New York & Long Island	Ocean Electric
Assets				
Current assets:				
Cash	$12,498	$16,133	$3,212	D $9,346
Sinking funds uninvested				
Other special deposits	D 1,578	97		
Bills receivable — due on demand				
Bills receivable — time				
Accounts receivable	3,015	75	D 654	
Interest and dividends receivable				
Other current assets (excluding all materials and supplies)		D 1,747	D 4,465	D 2,486
Total current assets	$13,935	$14,558	D $1,908	D $11,832
Materials and supplies	D $25,207	D $4,928	D $4,567	
Total floating capital	D $11,272	$9,630	D $6,475	D $11,832
Miscellaneous investments:				
Stocks of associated companies				
Funded debt of associated companies				
Advances to associated companies				
Securities of non-associated companies				
Real estate and other miscellaneous investments				
Total miscellaneous investments				
Fixed capital:				
Street railway land, December 31, 1908				
Intangible street railway capital, December 31, 1908	D $53,285			
Tangible street railway capital, December 31, 1908				[3] $376
Betterments on leased lines, December 31, 1908				
Fixed capital in other departments, December 31, 1908				
Street railway landed capital installed since Dec. 31, 1908				
Intangible street railway capital installed since Dec. 31, 1908				
Tangible street railway capital installed since Dec. 31, 1908	D 11,531	$1,442	$113	23,908
Expenditures on leased lines since December 31, 1908				
Fixed capital installed in other departments since December 31, 1908				
Total fixed capital — gross investment	D $64,816	$1,442	$113	$24,285
Accrued amortization of capital (since Dec. 31, 1908) — Cr	*D 60,439*	*D 16,387*	*D 1,223*	*D 1,261*
Total fixed capital — net investment	D $4,377	$17,829	$1,336	$25,546
Liquidation of liabilities				
Assets taken over by Receiver				
Contingent assets				
Accounts awaiting distribution				
Miscellaneous temporary debits:				
Construction in process				
Temporary dvances to associated companies	$2,395	$27,837	D $3,296	
Prepayments	D 1,064	D 1,049	D 1,652	$93
Unamortized debt discount and expense				
Other suspense				
Total deferred debit items	$1,330	$26,787	D $4,948	$93
Total	D $14,319	$54,247	D $10,087	$13,806

NOTE.— Accounts not appearing in stub show no changes during year.
[1] See note 5 on last double-page of § 1, Div. A of this table.
[2] Does not represent cash; is erroneously carried in accounts payable.
[3] "Represents adjustment of error in the accounts of year ended June 30, 1919."
[4] Includes D $4,083.66 of Construction suspense. See note 6 on last double-page of § 1, Div. A of this table.

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year and balance at the close, for operating companies — Continued
companies and grand total
during year

Companies			Richmond Companies				Grand total
New York & North Shore	Manhattan & Queens[1]	Total	Richmond Light & R. R.[1]	Staten Island Midland[1]	Southfield Beach	Total	
D $1,009	D $1,810	$19,677	$50,367	D $6,128	D $132	$44,107	$3,009,578
[2] 3,535	.....	3,535	.....	.....	.....	.....	3,585
.....	.....	D 1,481	D 38,946	D 6,500	.....	D 45,446	D 3,015,977
.....	.....	.....	.....	D 20,000	.....	D 20,000	D 20,000
.....	.....	.....	.....	.....	.....	.....	D 35
D 58	D 887	1,491	63,437	D 255	.....	63,182	3,062,330
262	.....	262	.....	.....	.....	.....	379,499
.....	225	D 8,474	.....	.....	.....	.....	D1,010,836
$2,729	D $2,472	$15,009	$74,859	D $32,883	D $132	$41,843	$2,408,143
$6,779	D $11,008	D $38,932	$189,890	D $146	.....	$189,743	$125,787
$9,509	D $13,481	D $23,922	$264,749	D $33,030	D $132	$231,586	$2,533,930
.....	.....	.....	.....	.....	.....	.....	$377,812
.....	.....	.....	.....	.....	.....	.....	D 109,794
.....	.....	.....	.....	.....	.....	.....	177,061
.....	.....	.....	.....	.....	.....	.....	1,907,333
.....	.....	.....	.....	.....	.....	.....	$2,352,430
.....	.....	.....	.....	.....	.....	.....	
.....	.....	D $53,285	.....	.....	.....	.....	
D $500	.....	D 123	D $39,912	D $79,854	D $200	D $128,408	D $1,039,628
.....	.....	.....	.....	.....	.....	.....	
.....	.....	.....	D 8,442	.....	.....	.....	
.....	.....	.....	2,600	.....	.....	2,600	63,745
.....	.....	.....	.....	.....	.....	.....	78,523
159	$2,704	16,796	215,067	D 171,980	.....	43,086	2,355,596
.....	[4] D 4,537	D 4,537	.....	.....	.....	.....	3,300,301
.....	.....	.....	103,080	.....	.....	103,080	110,917
D $340	D $1,832	D $41,149	$272,393	D $251,835	D $200	$20,358	$4,809,455
2,581	.....	*D 76,729*	*62,117*	[5] *D 85,463*	.....	*D 23,346*	*1,647,291*
D $2,922	D $1,832	$35,579	$210,276	D $166,371	D $200	$43,704	$3,222,164
.....	.....	.....	.....	.....	.....	.....	$3,452,345
.....	.....	.....	.....	.....	.....	.....	$4,618,218
.....	.....	.....	.....	.....	.....	.....	$112,840
.....	.....	.....	.....	.....	.....	.....	D $36,125
.....	.....	.....	$94,549	$1,395	$1,835	$97,780	$69,713
.....	.....	$26,936	D 95,878	.....	.....	D 95,878	D 999,961
D $3,200	$2,526	D 4,443	20,352	D 2,383	862	18,831	D 34,576
D 1,532	.....	D 1,532	.....	.....	.....	.....	D 134,646
D 2,914	(*)	D 2,914	[7] 29,403	.....	.....	29,403	5,388,162
D $7,743	$2,526	$18,045	$48,427	D $987	$2,697	$50,137	$4,288,692
D $1,156	D $12,788	$29,702	$523,453	D $200,389	$2,365	$325,429	$20,544,497

[5] See note 9 to last double-page of § 1, Div. A of this table.
[6] See note 4 above.
[7] Emergency Fleet Corporation: includes $6,158.23 reported in 1919 on the liabilities side as a debit to other optional reserves.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 5. Queens and Richmond companies
(a) Changes during

Accounts	Queens			
	New York & Queens County	Long Island Electric	New York & Long Island	Ocean Electric
Liabilities				
Unfunded debt:				
Taxes accrued	$49,140	$1,030	$3,569	$239
Receiver's certificates				
Judgments unpaid				
Matured funded debt unpaid				
Working advances due asso iated companies	[3] 251,063	[4] 53,427	[4] 42,243	
Miscellaneous bills payable				
Miscellaneous accounts payable	D 20,316	7,000	D 1,437	
Interest accrued on funded debt	[6] D 1,578	30,000	45,000	
Interest accrued on unfunded debt	139,686			
Rent accrued for lease of road				
Other rents accrued	22,929			
Dividends declared				
Due for wages and salaries	6,012	1,538	2,050	
Other unfunded debt	350		150	D 105
Total unfunded debt	$447,286	$92,995	$91,576	$133
Assets taken over by Receiver				
Liquidation of liabilities				
Funded debt:				
Mortgage bonds				
Miscellaneous funded debt				
Owing to lessee company for betterments				
Construction advances owing to associated companies				$43,630
Total funded and other long term debt				$43,630
Contingent liabilities				
Accounts awaiting distribution				
Reserves:				
Premiums on stocks and other permanent reserves		$97		
Sinking fund and other contractual reserves				
Casualties and insurance reserves				
Other optional reserves, including suspense credit balance	$21,612			
Total reserves	$21,612	$97		
Capital expenditures from surplus				
Capital stocks:				
Common stock				
Stock liability for conversion				
Total capital stocks				
Corporate surplus or (D) deficit	D $483,219	D $38,845	D $101,663	D $29,957
Total	D $14,319	$54,247	D $10,087	$13,806

[1] See note 5 on last double-page of § 1, Div. A of this table.
[2] Respondent erroneously showed Taxes accrued under Miscellaneous accounts payable.
[3] Includes increase on Open accounts due associated companies, $156,063.16.
[4] Includes increase on Open accounts due associated companies, $8,922.21.

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year and balance at the close, for operating companies — Continued
and grand total — Continued
year — Concluded

Companies			Richmond Companies				Grand total
New York & North Shore	Manhattan & Queens[1]	Total	Richmond Light & R. R.[1]	Staten Island Midland[1]	Southfield Beach	Total	
[2] $16,289	$9,010	$79,279	$25,026	$14,550	$1,174	$40,750	$2,760,960
.....	.....	.....	.....	.....	.....	.....	107,839
.....	69,582	69,582	D 8,853	.....	.....	D 8,853	136,470
.....	.....	.....	.....	.....	.....	.....	150,000
.....	.....	346,733	.....	D 101,220	1,473	D 99,747	D 253,961
10,000	.....	10,000	148,813	.....	.....	148,813	312,483
6,395	D 15,704	D 24,063	230,249	2,802	11	233,064	D 3,352,065
38,500	.....	111,921	D 39,100	50,000	.....	10,900	3,016,742
.....	24,504	164,190	D 109,716	4,878	.....	D 104,838	2,136,032
.....	18,574	18,574	.....	.....	.....	.....	5,694,369
.....	.....	22,929	.....	.....	.....	.....	33,220
.....	.....	.....	.....	.....	.....	.....	D 765
D 1,100	3,071	11,571	5,866	D 5,065	D 23	776	D 191,803
.....	D 26	368	38,444	.....	.....	38,444	2,100,161
$70,083	$109,012	$811,068	$290,729	D $34,053	$2,635	$259,310	$12,649,684
.....	.....	.....	.....	.....	.....	.....	$4,619,545
.....	.....	.....	.....	.....	.....	.....	$3,456,838
.....	.....	.....	.....	.....	.....	.....	$751,072
.....	.....	.....	$61,000	D $81,000	.....	D $20,000	D 888,300
.....	.....	.....	.....	.....	.....	.....	D 119,961
.....	.....	$43,630	.....	.....	.....	.....	59,033
.....	.....	$43,630	$61,000	D $81,000	.....	D $20,000	D $198,155
.....	.....	.....	.....	.....	.....	.....	$140,199
.....	.....	.....	.....	.....	.....	.....	$45,653
.....	.....	$97	.....	.....	.....	.....	$97
$3,989	.....	3,989	.....	.....	.....	.....	4,158,408
1,049	D $1,611	D 561	D $1,914	D $991	D $15	D $2,921	433,339
.....	1,271	22,884	[7] 6,629	D 140	.....	6,488	8,253,517
$5,039	D $339	$26,410	$4,714	D $1,131	D $15	$3,567	$12,845,363
.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	D$1,000,000	D $200	D$1,000,200	D $997,700
.....	.....	.....	.....	[8] 452,350	.....	452,350	449,850
.....	.....	.....	.....	D $547,649	D $200	D $547,849	D $547,849
D $76,279	D $121,461	D $851,426	$167,009	$463,445	D $53	$630,401	D12,466,782
D $1,156	D $12,788	$29,702	$523,453	D $200,389	$2,365	$325,429	$20,544,497

[5] Open accounts.
[6] Includes an increase of $91.22 for Interest accrued on matured funded debt.
[7] See note 7 on preceding double-page.
[8] Receiver's Equity. See also note 9 to last double-page of § 2, Div. A of this table.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during
§ 5. Queens and Richmond companies
(b) Balance at

Accounts	Queens			
	New York & Queens County	Long Island Electric	New York & Long Island	Ocean Electric
Assets				
Current assets:				
Cash	$41,621	$31,029	$29,136	$4,265
Sinking funds uninvested	.....	.....	.....	.....
Other special deposits	58,417	4,502	.....	.....
Bills receivable — due on demand	.....	.....	.....	.....
Bills receivable — time	.....	.....	.....	.....
Accounts receivable	6,401	570	371	.....
Interest and dividends receivable	436	70	113	100
Other current assets (excluding all materials and supplies)	.....	1,561	2,382	1,886
Total current assets	$106,875	$37,735	$32,003	$6,253
Materials and supplies	137,921	15,656	20,861	.....
Total floating capital	$244,796	$53,391	$52,865	$6,253
Miscellaneous investments:				
Stocks of associated companies	.....	.....	.....	.....
Funded debt of associated companies	.....	.....	.....	.....
Advances to associated companies	.....	.....	.....	.....
Securities of non-associated companies	.....	.....	.....	.....
Real estate and other miscellaneous investments	$32,287	$5,112	$8,191	$7,000
Total miscellaneous investments	$32,287	$5,112	$8,191	$7,000
Fixed capital:				
Street railway land, December 31, 1908				$4,198
Intangible street railway capital, December 31, 1908	$8,034,000	$1,350,664	[3] $2,268,085	3,589
Tangible street railway capital, December 31, 1908				252,645
Betterments on leased lines, December 31, 1908	.....	.....	.....	.....
Fixed capital in other departments, December 31, 1908	.....	.....	.....	.....
Street railway landed capital installed since Dec. 31, 1908	14,313	.....	10,070	565
Intangible street railway capital installed since Dec. 31, 1908	8,008	.....	4	.....
Tangible street railway capital installed since Dec. 31, 1908	748,918	246,653	155,631	240,582
Expenditures on leased lines since December 31, 1908	.....	.....	.....	.....
Fixed capital installed in other departments since Dec. 31, 1908	.....	.....	.....	.....
Total fixed capital — gross investment	$8,805,242	$1,597,318	$2,433,791	$501,581
Accrued amortization of capital (since Dec. 31, 1908) — Cr	*513,867*	*99,207*	*248,688*	*12,983*
Total of fixed capital — net investment	$8,291,375	$1,498,110	$2,185,102	$488,598
Liquidation of liabilities	.....	.....	.....	.....
Assets taken over by Receiver	.....	.....	.....	.....
Contingent assets	.....	.....	.....	.....
Accounts awaiting distribution	.....	.....	.....	.....
Miscellaneous temporary debits:				
Construction in process	.....	.....	.....	.....
Temporary advances to associated companies	$20,356	$47,107	$2,604	.....
Prepayments	5,497	5,140	935	$93
Unamortised debt discount and expense	.....	.....	.....	.....
Other suspense	.....	.....	.....	.....
Total deferred debt items	$25,854	$52,247	$3,540	$93
Total	$8,594,313	$1,608,861	$2,249,699	$501,945

NOTE.— For accounts not appearing in stub, companies report none.
[1] See note 5 on last double-page of § 1, Div. A of this table.
[2] See note 2 on first double-page of this section.
[3] Reported as "Road built and equipped by contract, $944,468.44 and Construction and equipment $1,323,616.69."
[4] See note 8 on last double-page of § 1, Div. A of this table.

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year and balance at the close, for operating companies — Continued
and grand total — Continued
close of year

Companies			Richmond Companies				Grand total
New York & North Shore	Manhattan & Queens [1]	Total	Richmond Light & R. R.[1]	Staten Island Midland [1]	Southfield Beach	Total	
$136	$12,666	$118,856	$71,047	$2,519	$1,326	$74,894	$9,102,774
[2] 3,558	.....	3,558	.....	.....	.....	.....	232,041
.....	.....	62,919	8,293	.....	.....	8,293	17,152,683
.....	.....	.....	.....	.....	10,000	10,000	245,988
.....	.....	.....	.....	.....	.....	.....	618
5	1,914	9,262	278,418	.....	.....	278,418	7,743,730
350	440	1,511	.....	.....	.....	.....	5,227,132
.....	725	6,555	.....	.....	.....	.....	13,105,747
$4,050	$15,746	$202,664	$357,759	$2,519	$11,326	$371,606	$52,810,716
40,064	10,531	225,034	547,438	.....	.....	547,438	7,462,373
$44,114	$26,277	$427,699	$905,198	$2,519	$11,326	$919,044	$60,273,089
.....	.....	.....	$227,500	.....	.....	$227,500	$46,754,890
.....	.....	.....	75,000	.....	.....	75,000	18,891,55[7]
.....	.....	.....	.....	.....	.....	.....	814,565
.....	.....	.....	10,000	.....	.....	10,000	26,887,352
$14,891	$38,000	$105,482	2,000	.....	$8,000	10,000	
$14,891	$38,000	$105,482	$314,500	.....	$8,000	$322,500	$93,348,366
$17,662	.....	$12,271,419	$43,500	[4] $1,891,201	$301,712	$6,149,614	$362,937,385
8,975	.....		488,459				
331,597	.....		1,767,164				
.....	.....	.....	.....	.....			
.....	.....	.....	1,657,577	.....			
71,744	$827	97,522	32,762	.....	.....	32,762	10,006,810
23,347	[5] 4,581	35,940	6,018	.....	.....	6,018	17,781,668
1,157,143	36,922	2,585,853	498,637	109,610	100	608,348	186,395,305
.....	[6] 1,449,874	1,449,874	.....	.....	.....	.....	7,821,177
.....	.....	.....	1,271,722	.....	.....	1,271,722	4,214,950
$1,610,471	[5,6] $1,492,205	$16,440,609	$5,765,841	[4] $2,000,812	$301,813	$8,068,466	$589,157,298
16,044	.....	*890,790*	*443,907*	(7)	.....	*443,907*	*11,158,618*
$1,594,426	$1,492,205	$15,549,819	$5,321,933	$2,000,812	$301,813	$7,624,559	$577,998,680
.....	.....	.....	.....	.....	.....	.....	$7,207,379
.....	.....	.....	.....	.....	.....	.....	$4,618,218
.....	.....	.....	.....	.....	.....	.....	$120,548
.....	.....	.....	.....	.....	.....	.....	$80,139,467
.....	.....	.....	$223,765	$20,439	$1,835	$246,040	Cr $41,252
.....	.....	$70,069	19,112	.....	.....	19,112	17,062,098
$75	$2,922	14,664	33,446	3,171	862	37,479	726,847
97,633	.....	97,663	.....	.....	.....	.....	15,207,567
13,870	[8] 3,516	17,386	[9] 41,650	[4] 112,500	.....	154,150	26,857,081
$111,578	[8] $6,439	$199,753	$317,974	[4] $136,111	$2,697	$456,753	$59,832,342
$1,765,011	[5] $1,562,922	$16,282,754	$6,859,606	$2,139,443	$323,837	$9,322,886	$883,538,092

[1] Excludes $500,000 reported without satisfactory explanation, under Intangible street railway capital as "estimated promotion and development charges, cost of raising necessary capital beyond the interest charges thereon to complete and equip the road as required by its franchise and the losses during the construction and development period."
[2] Includes $1,316,947.10 representing "Construction suspense — estimated values of property."
[7] See note 9 on last double-page of § 1, Div. A of this table.
[8] See note 6 above.
[9] Includes Emergency Fleet Corporation, $29,403.14.

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TABLE XVII. Balance sheets as of June 30, 1920: (B) Changes during § 5. Queens and Richmond companies (b) Balance at close

Accounts	Queens			
	New York & Queens County	Long Island Electric	New York & Long Island	Ocean Electric
Liabilities				
Unfunded debt:				
Taxes accrued	$133,956	$5,679	$18,858	$5,354
Receiver's certificates				
Judgments unpaid				
Matured funded debt unpaid	500			20,000
Working advances due associated companies	[3] 5,377,273	[4] 240,698	[5] 77,725	23,600
Miscellaneous bills payable				
Miscellaneous accounts payable	52,567	12,557	9,925	
Interest accrued on funded debt	[6] 64,250	317,500	165,000	250
Interest accrued on unfunded debt	598,040			
Rent accrued for lease of road				
Other rents accrued	34,724			
Dividends declared				
Due for wages and salaries	11,386	2,256	3,299	
Other unfunded debt	350		150	5
Total unfunded debt	$6,273,049	$578,691	$274,959	$49,209
Assets taken over by Receiver				
Liquidation of liabilities				
Funded debt:				
Mortgage bonds	$3,000,000	$600,000	$1,000,000	
Collateral trust bonds				
Certificates of indebtedness				
Miscellaneous funded debt				
Construction advances owing to associated companies				$288,808
Total funded and other long term debt	$3,000,000	$600,000	$1,000,000	$288,808
Contingent liabilities				
Accounts awaiting distribution				
Reserves:				
Premiums on stocks and other permanent reserves		$4,502		
Sinking fund and other contractual reserves				
Casualties and insurance reserve				
Other optional reserves, including suspense credit balance	$21,612			
Total reserves	$21,612	$4,502		
Capital expenditures from surplus				
Capital stocks:				
Preferred stock			$250,000	
Common stock	$3,235,000	$600,000	750,000	$35,000
Instalments paid in on subscriptions for stocks				
Stock liability for conversion				
Total capital stocks	$3,235,000	$600,000	$1,000,000	$35,000
Corporate surplus or (D) deficit	D $3,935,348	D $174,332	D $25,259	$128,927
Total	$8,594,313	$1,608,861	$2,249,699	$501,945

[1] See note 5 on last double-page of § 1, Div. A of this table.
[2] See note 2 on second double-page of this section.
[3] Includes open accounts due associated companies, $2,541,966.39.
[4] Includes open accounts due associated companies, $76,193.01.
[5] Open accounts.
[6] Investment liability notes.

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year and balance at the close, for operating companies — Concluded
and grand total — Concluded
of year — Concluded

Companies			Richmond Companies				Grand total
New York & North Shore	Manhattan & Queens[1]	Total	Richmond Light & R. R.[1]	Staten Island Midland[1]	Southfield Beach	Total	
[9] $18,883	$57,348	$240,081	$111,292	$44,297	$1,654	$157,244	$9,952,107
.....	.....	.....	.....	.....	.....	.....	3,627,890
.....	1,341,037	1,341,037	15,200	2,641	.....	17,842	1,562,768
.....	.....	20,500	.....	.....	.....	.....	1,878,500
.....	.....	5,719,296	.....	9,512	2,082	11,594	18,773,525
10,000	[6] 365,540	375,540	[7] 1,103,224	93,588	50,000	1,246,813	7,057,734
20,538	[8] 42,694	138,283	383,181	4,598	14	387,794	7,492,866
67,375	.....	614,375	8,140	525,000	.....	533,140	15,690,379
.....	66,680	664,721	37,054	5,484	.....	42,539	7,881,613
.....	51,099	51,099	.....	.....	.....	.....	9,609,956
.....	.....	34,724	.....	.....	.....	.....	93,934
.....	.....	.....	.....	.....	.....	.....	475,489
.....	5,900	22,842	16,384	953	258	17,595	389,468
1,058	[10] 25	1,589	89,741	.....	.....	89,741	4,932,660
$117,856	$1,930,326	$9,224,093	$1,764,219	$686,076	$54,009	$2,504,305	$89,418,893
.....	.....	.....	.....	.....	.....	.....	$11,372,269
.....	.....	.....	.....	.....	.....	.....	$6,145,696
$770,000	.....	$5,370,000	.....	$1,000,000	.....	$1,000,000	$438,795,710
.....	.....	.....	$2,200,000	.....	.....	2,200,000	2,200,000
.....	.....	.....	.....	.....	.....	.....	21,829,439
.....	.....	.....	61,000	.....	.....	61,000	55,468,266
.....	.....	288,808	.....	.....	.....	.....	14,889,406
$770,000	.....	$5,658,808	$2,261,000	$1,000,000	.....	$3,261,000	$533,182,823
.....	.....	.....	.....	.....	.....	.....	$147,906
.....	.....	.....	.....	.....	.....	.....	$8,104,242
.....	.....	$4,502	.....	.....	.....	.....	$4,502
$27,245	.....	27,245	.....	.....	.....	.....	10,846,247
11,538	$7,487	19,026	$5,291	$497	$60	$5,848	1,707,411
.....	2,956	24,569	3,650	519	.....	4,170	32,511,484
$38,784	$10,444	$75,344	$8,942	$1,016	$60	$10,019	$45,069,646
.....	.....	.....	.....	.....	.....	.....	$888,000
.....	.....	$250,000	.....	.....	.....	.....	$18,325,501
$979,350	.....	5,599,350	$2,871,750	.....	$249,800	$3,121,550	183,882,100
.....	$20,000	20,000	.....	.....	.....	.....	20,000
.....	.....	.....	.....	[11] $452,350	.....	452,350	503,658
$979,350	$20,000	$5,869,350	$2,871,750	$452,350	$249,800	$3,573,900	$202,731,260
D $140,979	D $397,848	D $4,544,841	D $46,305	.....	$19,967	D $26,338	D $13,522,647
$1,765,011	[3] $1,562,922	$16,282,754	$6,859,606	$2,139,443	$323,837	$9,322,886	$883,538,092

[7] Includes open accounts due associated company, $10,000.
[8] Consists of amount payable to H. L. Doherty & Co., $35,000; vouchers payable, $7,694.58.
[9] Includes interest accrued on matured funded debt, $4,117.17.
[10] Excludes $500,000 representing liability for "intangible capital." See note 5 on preceding double-page.
[11] Receiver's Equity. See note 9 on last double-page of § 2, Div. A of this table.

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TABLE XVIII. FIXED CAPITAL, 1920: (A) Summary of figures

Operating and Lessor Street Railways	Gross fixed capital June 30, 1919 [1]	Changes: Total installations
OPERATING COMPANIES		
Rapid Transit		
Interborough Rapid Transit	*$192,462,966 32*	*$5,409,078 47*
Contracts No. 1 and No. 2 (old subway)	49,766,496 47	78,492 52
Contract No. 3 and allied certificates	142,696,467 85	5,330,585 95
Manhattan Ry. (Elevated div.)	[2] [Cr 5,525 30]	[3] [5,230 34]
New York Consolidated	57,665,150 92	.....
New York Consolidated, Receiver	.....	917 12
Hudson & Manhattan { Street railway / Other department }	121,046,416 45	222,216 40 / 7,366 14
Total	$371,174,583 69	$5,639,582 13
Manhattan and Bronx Surface		
Third Avenue	$34,180,422 48	$92,151 80
Belt Line	2,511,442 02	823 09
Dry Dock, E. B'way & B	4,341,040 46	10,064 62
42d St., Manh. & St. N. Ave	12,612,757 60	9,888 68
Mid-Crosstown	161,063 48	.....
New York City Interborough	7,018,575 34	33,471 83
Pelham Park & City Island	82,789 64	.....
Southern Boulevard	708,080 61	[4] 404 34
Union	9,557,174 80	148,500 37
Westchester Electric	2,802,100 49	38,901 05
3d Ave. system in city	*73,975,446 92*	*534,205 78*
Brooklyn & North River	92,335 43	.....
Second Avenue [6]	8,744,814 34	.....
Second Avenue, Receiver	1,274,958 33	6,611 64
New York Railways, Receiver [7] { Street railway / Office building }	[8] 78,091,658 55	[8] 6,334 89 / .....
Leased lines { Street railway / Office building }		[11] 7,050 00 / 468 04
Eighth Avenue [7, 12]	1,661,439 37	145,837 99
Ninth Avenue [7, 12]	351,361 00	1,128 90
N. Y. & Harlem [7, 12]	[14] 4,648,748 00	31,433 67
Total	$168,840,761 94	$533,070 91
Brooklyn and Queens Surface		
Brooklyn City [12]	$19,813,000 00	$20,731 49
Brooklyn Heights	3,882,924 92	13,762 00
Leased lines	9,832,261 43	[15] 3,512,624 75
Brooklyn Heights, Receiver	.....	23,455 25
Bridge Operating	100,734 55	.....
Brooklyn, Queens Co. & Sub.	11,411,486 56	20,733 49
Brooklyn, Queens Co. & Sub., Receiver	.....	
Coney Island & Brooklyn	9,585,712 56	13,750 00
Coney Island & Brooklyn, Receiver	.....	1,696 30
Coney Island & Gravesend	250,313 73	1,443 57
Nassau Electric	34,837,943 13	52,158 47
Nassau Electric, Receiver	.....	200,848 09
South Brooklyn	1,231,536 05	36,953 87
Leased lines	1,633,786 73	102 39
Brooklyn Rapid Transit surface	*92,579,699 66*	*3,898,259 67*
Bush Terminal	330,585 19	285 54
Manhattan Bridge 3-Cent Line	440,876 36	30,681 68
Marine	5,483 50	.....
Van Brunt St. & Erie Basin	269,068 16	.....
Other Brooklyn surface	*1,046,013 21*	*30,967 22*

NOTE.— Figures in brackets are not included in the totals because they represent amounts spent by the lessee which will be taken on the books of the lessor.

[1] That is, without deduction for amortisation or depreciation. [2] The Interborough reports $222,617.18 as recoverable from the Manhattan Railway on this account. The amount here tabulated was obtained by deducting $102,154.08, $40,156.91, $1,149, $7,292.51 and $77,889.98 representing respectively the 1915, 1916, 1917, 1918 and 1919 retirements from fixed capital which have been credited to Manhattan Equipment Reserve instead of the Capital, accounts affected. The balance here shown is recoverable from the lessee. [3] Installations during the year credited to the Manhattan Equipment Reserve in the accounts of the Interborough. [4] The Interborough reports $104,557.56 as recoverable from the Manhattan Railway on this account. The amount here tabulated was obtained by deducting $102,154.08, $40,156.91, $1,149, $7,292.51, $77,389.98 and $22,293.80 representing respectively the 1915, 1916, 1917, 1918, 1919 and 1920 retirements from fixed capital which have been credited to Manhattan Equipment Reserve instead of the Capital accounts affected. [5] Includes Cr. $3,276.40, adjustment in classification of the balance at the beginning of the year. [6] As of June 30, 1918; no later corporate balance sheet has been submitted. [7] See note 8 on second double-page of Table XVII-A, § 1. [8] Includes Cr. $1,362.74

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at beginning of year, changes during year and figures at close of year

IN FIXED CAPITAL DURING YEAR			TOTAL FIXED CAPITAL, JUNE 30, 1920		
RETIREMENTS					
From "Fixed capital Dec. 31, 1908"	From fixed capital installed since 1908	Net increase of all fixed capital	"Fixed capital Dec. 31, 1908"	Fixed capital installed since 1908	Gross fixed capital June 30, 1920[1]
.....	*$251,969 73*	*$5,157,108 74*	*$31,866,009 99*	*$165,754,065 07*	*$197,620,075 06*
.....	251,969 73	Cr 173,477 21	31,866,009 99	17,727,011 27	49,593,021 26
.....	.....	5,330,585 95	.....	148,027,053 80	148,027,053 80
.....	.....	[8][5,230 34]	.....	[4][Cr 145,878 72]	[4][Cr 145,878 72]
$369,700 00	.....	Cr 369,700 00	51,943,418 98	5,352,031 94	57,295,450 92
.....	.....	917 12	.....	917 12	917 12
.....	.....	222,218 40	102,001,728 68	16,446,783 50	121,276,002 99
.....	.....	7,368 14		2,827,490 81	
$369,700 00	$251,969 73	$5,017,912 40	$185,811,157 65	$190,381,288 44	$376,192,446 09
$11,402 12	$57,727 33	$23,022 35	$30,242,564 03	$3,960,880 80	$34,203,444 83
.....	311,349 72	Cr 310,526 63	.....	2,200,915 39	2,200,915 39
.....	.....	10,064 62	3,915,232 61	435,872 47	4,351,105 08
43,000 52	9,308 60	Cr 42,420 44	11,730,573 03	839,764 13	12,570,337 16
.....	.....	.....	.....	161,063 48	161,063 48
4,392 00	1,200 00	27,879 83	6,380,195 64	666,259 53	7,046,455 17
.....	.....	.....	.....	82,789 64	82,789 64
.....	.....	404 34	559,454 97	149,029 98	708,484 95
44,827 00	543 00	103,130 37	7,664,347 47	1,995,957 70	9,660,305 17
18,940 82	46,917 68	Cr 26,957 45	2,270,180 35	504,962 69	2,775,143 04
122,562 46	*427,046 33*	*Cr 215,403 01*	*62,762,548 10*	*10,997,495 81*	*73,760,043 91*
.....	.....	.....	.....	92,335 43	92,335 43
.....	.....	.....	8,744,814 34	.....	8,744,814 34
.....	.....	6,611 64	.....	1,281,569 97	1,281,569 97
.....	.....	6,334 89	[10] 74,518,852 96	3,238,877 75	[12] 78,668,230 16
.....	.....	.....		79,428 75	
.....	.....	7,050 00		194,761 89	
.....	.....	468 04		36,308 81	
.....	.....	145,837 99	1,661,439 37	145,837 99	[7] 1,807,277 36
[12] 9,929 48	.....	Cr 8,800 58	[13] 344,421 52	1,128 90	[7] 342,560 42
.....	.....	31,433 67	[14] 4,648,748 00	31,433 67	[7,14] 4,680,181 67
$132,491 94	$427,046 33	Cr $26,467 36	$152,677,834 29	$16,099,178 97	$168,777,013 26
$4,123 50	.....	$16,607 99	$19,808,876 50	$20,731 49	$19,829,607 99
862 94	[16] $3,423,353 63	Cr 3,420,454 57	424,949 73	37,520 62	462,470 35
91,308 28	229,233 70	3,192,082 77	7,016,594 22	6,007,749 98	13,024,344 20
.....	.....	23,455 25	.....	23,455 25	23,455 25
.....	.....	.....	100,734 55	.....	100,734 55
1,209 94	1,256 00	18,273 55	10,070,070 39	1,353,785 51	11,423,855 90
.....			.....	5,904 21	5,904 21
3,221 54	.....	10,528 46	8,217,648 22	1,378,592 80	9,596,241 02
.....	.....	1,696 30	.....	1,696 30	1,696 30
277 68	.....	1,165 89	206,111 82	45,367 80	251,479 62
222,293 31	1,341 60	Cr 171,476 44	31,364,416 09	3,302,050 60	34,666,466 69
.....	.....	200,848 09	.....	200,848 09	200,848 09
28,158 01	16,700 04	Cr 7,904 18	1,034,693 69	188,938 18	1,223,631 87
13,503 90	2,070 41	Cr 15,471 92	1,465,889 00	152,425 81	1,618,314 81
364,959 10	*3,683,949 38*	*Cr 150,648 81*	*79,709,984 21*	*12,719,066 64*	*92,429,050 85*
.....	.....	285 54	264,661 30	66,209 43	330,870 73
.....	6,849 10	23,832 58	.....	464,708 94	464,708 94
.....	.....	.....	.....	5,483 50	5,483 50
.....	.....	.....	266,011 31	3,056 85	269,068 16
.....	*6,849 10*	*24,118 12*	*530,672 61*	*539,458 72*	*1,070,131 33*

adjustment in classification of balance at beginning of year. [9] Cost of property acquired Jan. 1, 1912 and that of Central Crosstown ($250,000 additional representing amount of mortgage thereon) acquired Aug. 14, 1918, awaiting distribution upon settlement of receivership accounts is $74,671,206.21 less $115,071.93 for property so acquired and subsequently retired, of which $7,103.81 was retired during 1919. [10] Cost of property acquired Jan. 1, 1912 and that of Central Crosstown R. R. Co. ($250,000 additional representing amount of mortgage therein, acquired Aug. 14, 1918), awaiting distribution upon settlement of receivership accounts is $74,671,206.21 less $152,353.25 for property so acquired and subsequently retired, of which $37,281.32 was retired during 1920. [11] Includes Cr. $39.20 adjustment in classification of balance at beginning of year. [12] Lessor companies in 1919. [13] See note 4 on first double-page of Table XVII–B, § 4. [14] Of the fixed capital, equipment and materials and supplies, $22,672,104.56, owned by respondent on Dec. 31, 1908, $4,987,863 is estimated (on basis of former rent paid to New York Railways) as applicable to the "city line." Of this amount, $16,696.36, representing materials and supplies, and $322,418.64 representing equipment, has been transferred to other deferred assets, leaving a balance in fixed capital of $4,648,748. [15] Most of the fixed capital shown as withdrawn from owned lines was transferred to classification of leased lines.

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TABLE XVIII. Fixed capital, 1920: (A) Summary of figures a

Operating and Lessor Street Railways	Gross fixed capital June 30, 1919 [1]	Changes: Total installations
Brooklyn and Queens Surface — *Concluded*		
New York & Queens County	$8,870,059 11	$4,844 49
Long Island Electric	1,595,875 97	[2] 1,833 44
New York & Long Island	2,433,677 71	113 79
Ocean Electric	477,295 90	51,484 30
New York & North Shore	1,610,811 72	159 34
Manhattan & Queens, Receivers	[4] 1,360,657 53	2,704 59
Leased lines	133,380 94	427 70
Other Queens surface	*16,481,758 88*	*61,567 66*
Total	$110,107,471 75	$3,990,794 54
Richmond Surface		
Richmond Light & R. R., Receiver	$2,658,786 71	$217,746 63
Staten Island Midland, Receiver	[6] 2,252,647 74	655 43
Southfield Beach	302,013 12	.....
Total	$5,213,447 57	$218,402 06
Total — Operating companies	$555,336,214 95	$10,381,849 64
LESSOR COMPANIES [7]		
Rapid Transit Contracts 1 & 2 (City of N. Y.)	[8] $56,894,427 70	[9] $312,672 27
Rapid Transit Contract 3	[8] 61,610,022 21	[9] 4,270,000 00
Manhattan Railway	113,191,963 33	10,877 02
New York Municipal: City owned lines	22,976,941 40	Cr 70,440 91
New York Municipal: Leased B. R. T. lines	22,891,613 43	70,440 91
New York Municipal: Unallocated items	14,936,297 69	1,614,889 43
New York Municipal, Receiver: City owned lines	976,730 05	4,039,674 01
New York Municipal, Receiver: Leased B. R. T. lines	336,403 61	1,066,207 51
New York Municipal, Receiver: Unallocated items	677,085 11	540,242 54
Rapid Transit Contract 4 (City of N. Y.)	[8] 78,569,334 25	[9] 2,710,000 00
Total — N. Y. Mun. and Contract 4	*141,364,405 54*	*9,971,013 49*
Lessors of N. Y. Railways [11]	[12] 26,153,752 25	.....
Bleecker Street & Fulton Ferry	1,698,804 58	.....
Fort George & Eleventh Ave	3,000,000 00	.....
Kingsbridge	2,262,445 68	8,669 76
Third Avenue Bridge	113,108 64	.....
Bronx Traction	683,031 40	15,992 17
De Kalb Avenue & North Beach	30,114 93	.....
Prospect Park & Coney Island	1,089,895 86	.....
Prospect Park & South Bklyn	32,407 23	.....
New York & Coney Island	100,019 02	.....
Total — Lessor companies	[12] $408,224,398 37	$14,589,224 71
Grand total	$1,063,560,613 32	$24,971,074 35

[1] See note 1 on first double-page of this table.
[2] Includes $391.34 which represents a revision of 1919 charges.
[3] "Represents adjustment of error in the account of the year ended June 30, 1919."
[4] The 1919 figures are inclusive of $1,321,030.76 and 1920, of $1,316,947.10 carried in suspense, which represents "estimated and actual values of property, etc., turned over to this corporation as of Nov. 1, 1916, by the MacArthur Bros. Co. pursuant to the agreement of March 7, 1913." Figures exclude $500,000.00 Other intangible street railway capital reported by company, improperly charged to Fixed Capital. See note 6 on last double-page of Table XVII–A, § 1.
[5] Represents change in Construction suspense here shown. See note 4 above.
[6] Concurrent to taking on its books $112,500, unpaid interest coupons, respondent charged fixed capital with the same amount. It is here excluded from fixed capital and is treated as a deferred asset in the balance sheet table.
[7] Eighth Avenue, Ninth Avenue, N. Y. & Harlem and Brooklyn City are operating companies in 1920.

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TABLE XVIII. Fixed capital, 1910: § 1. Rapid

Accounts	Interborough Rapid Transit	
	Contracts 1 and 2	Contract 3, etc.
Fixed Capital since December 31, 1908		
Intangible:		
Organization		
Patent rights		
Other intangible street railway capital	$4,471,306 00	$12,983,782 25
Land:		
Right of way		6,788,202 21
Other street railway land	209,000 00	581,136 59
Roadway and Electric Line:		
Grading	10,365 62	296,717 12
Ballast	4,108 57	4,595 91
Ties	13,464 14	354,586 50
Rails, rail fastenings and joints	22,293 33	408,222 23
Special work	4,268 84	103,334 80
Track laying and surfacing	7,358 27	552,116 27
Paving		
Roadway tools	12 92	39,814 67
Tunnels	16,496 25	35,771,032 02
Elevated structures and foundations	257,617 94	12,755,186 55
Bridges, trestles and culverts		280,618 36
Crossings, fences and signs		338 33
Interlocking and other signal apparatus	337,944 99	5,649,370 73
Telephone and telegraph lines	39,521 06	263,093 24
Poles and fixtures		
Underground conduits		1,470,401 93
Transmission system	271,805 91	1,898,644 47
Distribution system	477,598 93	5,262,572 13
Structures:		
Power plant buildings	23 01	533,360 29
Sub-station buildings	1,193 57	1,153,783 30
General office buildings and fixtures		571 99
Shops and car-houses	282,503 75	122,959 86
Stations, waiting rooms and miscellaneous buildings	254,806 69	4,753,579 40
Docks and wharves		
Parks and resort properties		
Equipment:		
Furnaces, boilers, and accessories	214,919 59	2,029,691 36
Steam engines	1,019,747 03	2,068,614 19
Turbines and water-wheels		1,546,653 70
Power plant electric equipment	27,671 75	1,411,016 03
Miscellaneous power plant equipment	1,368 53	256,671 24
Sub-station equipment	249,000 12	3,779,652 85
Shop equipment	20,501 89	190,362 06
Revenue cars	6,590,512 71	12,227,975 14
Electric equipment of cars	2,800,487 41	5,112,449 16
Other rail equipment	50,780 97	5,469 41
Miscellaneous equipment		Cr 5,677 62

NOTE.— Changes in fixed capital during the year are shown in the abstracts of the returns of the individual companies. For accounts omitted from stub, companies report none.

[1] Company and receiver.

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TABLE XVIII. Fixed capital, 1920: (B) Details
§ 1. Rapid

Accounts	Interborough Rapid Transit	
	Contracts 1 and 2	Contract 3, etc.
Fixed Capital since December 31, 1908 — *Concluded*		
Undistributed:		
Engineering and superintendence	$23,668 82	$3,601,620 78
Law expenditures during construction	2,310 29	433,097 70
Injuries during construction	22,389 63	415,755 47
Taxes during construction	.....	.....
Interest during construction	.....	17,902,044 85
Miscellaneous construction expenditures	30,962 74	5,003,636 31
Total	$17,727,011 27	$148,027,053 80
Fixed Capital December 31, 1908		
Engineering and superintendence	$490,899 05	.....
Right of way	[7] 9,148,935 52	.....
Real estate used in operation of road	1,409,541 23	.....
Track and roadway construction	.....	.....
Electric line construction	4,667,817 48	.....
Buildings and fixtures used in operation of road	4,572,002 09	.....
Power plant equipment	5,600,621 31	.....
Shop tools and machinery	70,677 15	.....
Cars	3,862,973 32	.....
Electric equipment of cars	.....	.....
Miscellaneous equipment	.....	.....
Organization	[6] 1,302,817 11	.....
Interest and discount	255 61	.....
Miscellaneous	739,670 12	.....
Total	$31,866,009 99	.....
Grand total	$49,593,021 26	$148,027,053 80

For notes 1, 2 and 4 see preceding double-page
[5] Includes $687,162.69, Materials and Supplies.
[6] Total Fixed Capital since Dec. 31, 1908, excludes and Grand total includes $2,827,490.81 Fixed capital installed in other departments since December 31, 1908.
[7] Cost of Leases.

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TABLE XVIII. Fixed capital, 1920: (B) Detail § 2. Third Avenue

Accounts	Third Avenue	Belt Line	Dry Dock, E. B'way & Battery	42d St., Manh. & St. N. Ave.
Fixed Capital since December 31, 1908				
Intangible:				
Organization	$1,170 00	$19,987 33	.....	.....
Street railway franchises	100 00	.....	$100 00	$100 00
Other intangible street railway capital	.....	.....	3,071 65	2,534 90
Land:				
Right of way	.....	.....	2,110 41	.....
Other street railway land	100,945 52	490,000 00	.....	122 50
Roadway and Electric Line:				
Grading	2,196 35	143,204 19	6,968 97	5,586 [illegible]
Ties	943 85	7,367 55	240 09	296 [illegible]
Rails, rail fastenings and joints	9,493 14	104,567 56	7,437 31	7,889 [illegible]
Special work	38,029 26	211,367 65	8,077 36	76,561 [illegible]
Underground construction	14,041 69	313,355 16	15,713 54	19,421 [illegible]
Track laying and surfacing	35,601 99	85,684 59	13,865 02	36,810 [illegible]
Paving	9,225 45	184,955 25	4,601 84	24,886 [illegible]
Roadway tools	18,226 13	.....	.....	81 [illegible]
Bridges, trestles and culverts	1,525 79	.....	.....	.....
Crossings, fences and signs	.....	.....	.....	.....
Interlocking and other signal apparatus	.....	.....	.....	.....
Telephone and telegraph lines	.....	.....	.....	.....
Poles and fixtures	3,998 42	.....	.....	.....
Underground conduits	168 32	147,351 22	507 82	1,002 89
Transmission system	23,063 69	4 80	.....	632 61
Distribution system	73,281 46	60,716 63	7,511 18	26,704 23
Structures:				
Power plant buildings	92 00	.....	.....	.....
Sub-station buildings	4,025 85	637 04	.....	.....
General office buildings and fixtures	117,378 01	.....	9,854 39	.....
Shops and car-houses	328,725 02	290,014 43	169,028 39	110,603 85
Stations, waiting rooms and misc. buildings	46,179 09	.....	.....	.....
Equipment:				
Miscellaneous power plant equipment	297 00	.....	.....	.....
Sub-station equipment	145,764 77	22,920 56	20,825 11	17,207 58
Shop equipment	15,118 44	.....	.....	.....
Revenue cars	2,114,104 72	43,644 41	72,901 12	299,376 31
Electric equipment of cars	720,622 89	68,720 94	88,055 09	203,331 55
Other rail equipment	62,517 22	5,760 57	4,612 41	3,765 57
Miscellaneous equipment	72,924 72	.....	.....	.....
Undistributed:				
Engineering and superintendence	1,115 01	645 51	328 37	882 55
Law expenditures during construction	.....	.....	.....	1,750 00
Interest during construction	.....	.....	.....	.....
Miscellaneous construction expenditures	5 00	.....	62 40	21[illegible] 47
Total	$3,960,880 80	$2,200,915 39	$435,872 47	$839,76[illegible] 13
Fixed Capital December 31, 1908				
Engineering and superintendence	.....	.....	$34,235 21	$72,70[illegible] 92
Right of way	.....	.....	[1]1,205,351 41	2,219,97[illegible] 85
Real estate used in operation of road	[2]$8,156,396 40	.....	663,524 80	.....
Track and roadway construction	13,845,109 52	.....	943,187 00	5,371,6[illegible] 84
Electric line construction	306,927 08	.....	458,694 30	3,300,55[illegible] 40
Buildings and fixtures used in operation of road	.....	.....	498,649 13	142,8[illegible] 50
Power plant equipment	3,718,058 77	.....	.....	.....
Shop tools and machinery	9,354 15	.....	.....	.....
Cars	3,289,177 38	.....	.....	95,71[illegible] 62
Electric equipment of cars	870,789 60	.....	.....	.....
Miscellaneous equipment	.....	.....	6,723 26	122,2[illegible] 15
Organization	.....	.....	5,133 08	30,4[illegible] 18
Interest and discount	.....	.....	8,192 78	256,4[illegible] 80
Miscellaneous	46,751 13	.....	91,541 64	117,9[illegible] 77
Total	$30,242,564 03	.....	$3,915,232 61	$11,730,573 03
Grand total	$34,203,444 83	$2,200,915 39	$4,351,105 08	$12,570,337 16

NOTE.— See general note on Section 1 of this div.
[1] Includes a credit of $3,276.40, adjustment of prior entries.
[2] "Other Intangible Street Railway Capital."

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TABLE XVIII. Fixed capital, 1920: (B) Details of § 3. Brooklyn Rapid

Accounts	Brooklyn City	Brooklyn Heights	Brooklyn Heights Leased lines	Bridge Operating
Fixed Capital since December 31, 1908				
Land:				
Right of way	.....	$8 75	$5,460 64	.....
Other street railway land	$6,338 70	13,750 00	100,366 97	.....
Roadway and Electric Line:				
Grading	.....	.....	16,477 19	.....
Ballast	.....	.....	3,311 63	.....
Ties	256 45	447 43	37,136 92	.....
Rails, rail fastenings and joints	47 35	632 71	143,952 56	.....
Special work	7,484 54	1,936 50	108,030 31	.....
Track laying and surfacing	728 30	2,855 78	189,497 72	.....
Paving	426 64	1,823 98	636,780 52	.....
Roadway tools	18 49	.....	991 99	.....
Bridges, trestles and culverts	.....	.....	15,496 68	.....
Crossings, fences and signs	.....	.....	2,436 36	.....
Interlocking and other signal apparatus	.....	34 77	15,883 30	.....
Telephone and telegraph lines	.....	.....	.....	.....
Poles and fixtures	251 53	1,373 16	20,303 35	.....
Underground conduits	.....	8 00	40,537 24	.....
Transmission system	.....	.....	178,137 31	.....
Distribution system	1,710 70	1,793 18	198,579 89	.....
Structures:				
Power plant buildings	.....	.....	2,627 48	.....
Sub-station buildings	.....	.....	25,336 23	.....
General office buildings and fixtures	.....	.....	9,450 57	.....
Shops and car houses	1,353 10	10 00	216,530 63	.....
Stations, waiting rooms and miscellaneous buildings	63 88	4,014 91	66,157 60	.....
Docks and wharves	.....	.....	3,216 23	.....
Park and resort properties	.....	.....	.....	.....
Equipment:				
Furnaces, boilers and accessories	.....	.....	2,871 02	.....
Steam engines	.....	.....	.....	.....
Power plant electric equipment	.....	.....	198 17	.....
Miscellaneous power plant equipment	.....	.....	835 06	.....
Sub-station equipment	.....	.....	48,097 33	.....
Shop equipment	.....	.....	59,972 33	.....
Locomotives	.....	.....	.....	.....
Revenue cars	194 57	2,896 77	2,304,931 42	.....
Electric equipment of cars	1,857 24	3,042 26	1,509,082 34	.....
Other rail equipment	.....	1,228 71	30,164 86	.....
Miscellaneous equipment	.....	1,663 71	37,558 97	.....
Undistributed:				
Engineering and superintendence	.....	.....	.....	.....
Law expenditures during construction	.....	.....	.....	.....
Injuries during construction	.....	.....	.....	.....
Taxes during construction	.....	.....	530 41	.....
Miscellaneous construction expenditures	.....	.....	264 00	.....
Total	$20,731 49	$37,520 62	[1]$6,031,205 23	.....
Fixed Capital December 31, 1908				
Engineering and superintendence	.....	.....	$13,159 33	.....
Right of way	.....	.....	9,463 08	.....
Real estate used in operation of road	.....	.....	14,366 95	.....
Track and roadway construction	$8,359,707 86	$631 87	2,999,930 32	$27,021 34
Electric line construction		.....	738,867 70	.....
Buildings and fixtures used in operation of road	[4]5,863,305 43	6,782 42	1,090,243 82	1,003 41
Power plant equipment		4,054 95	765,566 01	.....
Shop tools and machinery		8,334 23	92,395 35	.....
Cars	4,727,863 21	2,433 65	684,539 73	43,057 58
Electric equipment of cars		.....	604,549 58	29,575 25
Miscellaneous equipment		5,126 75	25 95	.....
Organization	.....	.....	.....	76 97
Interest and discount	.....	.....	3,486 40	.....
Miscellaneous	[5]858,000 00	[6]397,585 86	.....	.....
Total	$19,808,876 50	$424,949 73	$7,016,594 22	$100,734 55
Grand total	$19,829,607 99	$462,470 35	[1]$13,047,799 45	$100,734 55

NOTE.— See general note on Section 1 of this Division.

[1] Includes the following charges to the respective Receivers, distributed among various accounts: Brooklyn Heights, leased lines, $23,455.25; Brooklyn, Queens Co. & Sub., $5,904.21; Coney Island & Brooklyn, $1,696.30, and Nassau Electric, $200,848.09.

[2] Includes $7,238,870.71 Cost of Road and Equipment.

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TABLE XVIII. Fixed capital, 1920: (B) Details
§ 4. Miscellaneous Manhattan and

Accounts	Brooklyn & North River	Second Avenue	New York Railways	New York Railways Leased lines
	Miscellaneous Manhattan			
Fixed Capital since December 31, 1908				
Intangible:				
Organization	$9,339 73			
Street railway franchises	15,000 00			
Patent rights			$5,400 00	
Other intangible street railway capital	50,391 15			
Land:				
Right of way	163 47		3,167 88	$24
Other street railway land			1,170 67	4,130
Roadway and Electric Line:				
Grading		$32,548 81		7,050
Ballast				
Ties	30 00		777 51	194 61
Rails, rail fastenings and joints	372 69	120,378 44	8,350 26	3,984 78
Special work		75,258 15	22,827 30	46,385 57
Underground construction		38,774 83	12,450 01	23,693 09
Track laying and surfacing		155,882 54	25,029 29	41,642 58
Paving		44,642 62	5,768 82	15,505 19
Roadway tools		2,108 75	6,114 70	1,437 97
Crossings, fences and signs				
Telephone and telegraph lines			10,813 12	
Poles and fixtures	11,423 42			
Underground conduits		5,889 71	1,359 12	3,958 75
Transmission system			56,079 89	16 20
Distribution system	2,878 15	37,803 55	9,700 21	24,833 61
Structures:				
Power plant buildings			13,005 42	
Sub-station buildings			11,867 42	
General office buildings and fixtures	775 06	333,852 67		
Shops and car-houses			32,334 18	18,370 05
Stations, waiting rooms and misc. bldgs	565 17		4,449 96	69 91
Equipment:				
Furnaces, boilers and accessories			833 09	
Power plant electric equipment			5,889 70	
Miscellaneous power plant equipment			153 45	
Sub-station equipment			245,892 06	
Shop equipment		8,686 65	8,645 88	
Locomotives				
Revenue cars		119,726 96	1,700,035 36	
Electric equipment of cars		260,294 65	895,080 11	
Other rail equipment		10,914 71	22,220 32	
Miscellaneous equipment		11,181 27	114,713 97	
Undistributed:				
Engineering and superintendence	32 00	8,708 95	7,235 12	3,432 51
Law expenditures during construction	1,352 79	8,590 22		
Injuries during construction		289 24		
Taxes during construction				
Miscellaneous construction expenditures	11 80	6,037 25	7,512 93	28 77
Total	$92,335 43	[1] $1,281,569 97	$3,238,877 75	$194,761 89
Fixed Capital December 31, 1908				
Engineering and superintendence		N.R.	—	—
Right of way		N.R.	—	—
Real estate used in operation of road		N.R.	—	—
Track and roadway construction		N.R.	—	—
Buildings and fixtures used in operation of road		N.R.	—	—
Shop tools and machinery		N.R.	—	—
Cars		N.R.	—	—
Electric equipment of cars		N.R.	—	—
Miscellaneous equipment		N.R.	—	—
Organization		N.R.	—	—
Total		[1] $8,744,814 34	[2,4] $74,518,852 96	(5)
Grand total	$92,335 43	[1] $10,026,384 31	[6,4] $77,837,159 46	[7] $231,678 70

NOTE.— See general note on Section 1 of this Division.

[1] Fixed Capital since December 31, 1908 is shown on Receiver's balance sheet, Fixed Capital December 31, 1908 on corporate balance sheet. See also note 6 on first double-page of Div. A of this table.

[2] Of Fixed Capital, Dec. 31, 1908 reported by company (Cost of road, $20,061,096.36 and Cost of real estate, $1,167,996.20) the amount shown here is portion estimated as applicable to "city line." See note 14 on first double-page of Div. A of this table.

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TABLE XVIII. Fixed capital, 1920: (B) Details
§ 5. Queens and

Accounts	New York & Queens County	Long Island Electric	New York & Long Island	Queens Ocean Electric
Fixed Capital since December 31, 1908				
Intangible:				
Organization				—
Street railway franchises	$3,000 00			—
Other intangible street railway capital	5,008 72		$4 00	—
Land:				
Right of way				$565 85
Other street railway land	14,313 97		10,070 39	—
Roadway and Electric Line:				
Grading	12,909 01	$13,151 98	605 14	3,715 83
Ballast	485 23		3,002 51	857 15
Ties	4,401 26	7,549 71	1,056 75	7,185 25
Rails, rail fastenings and joints	41,558 19	39,101 85	2,811 00	22,405 25
Special work	11,465 06	3,967 16	8,438 51	3,394 95
Track laying and surfacing	23,787 83	11,986 94	1,669 12	19,049 62
Paving	242,022 07	125,867 83	33,269 12	78,757 21
Roadway tools	8,068 63	47 13	3,741 58	223 37
Bridges, trestles and culverts	596 06	274 57	814 21	
Crossings, fences and signs	335 75		4 55	
Interlocking and other signal apparatus	4,719 41	15,807 30	6,428 29	
Telephone and telegraph lines	392 91	275 66	865 53	24 96
Poles and fixtures	5,134 56	4,456 96	356 21	2,225 93
Underground conduits	1,398 47			
Transmission system	55,507 05		76 98	282 46
Distribution system	71,932 86	2,688 97	9,336 22	4,582 00
Structures:				
Dams, canals and pipe lines				
Power plant buildings				
Sub-station buildings	1,985 23			
General office buildings and fixtures	755 87			
Shops and car houses	6,947 24	983 28	2,388 09	400 33
Stations, waiting rooms and miscellaneous buildings	6,142 97	88 40	286 65	
Docks and wharves				
Equipment:				
Furnaces, boilers and accessories			596 85	
Steam engines				
Power plant electric equipment			238 22	
Miscellaneous power plant equipment				
Sub-station equipment	48,009 59	533 42	4,815 65	
Shop equipment	11,881 34	670 41	1,643 77	48 30
Revenue cars	124,193 17	6,384 72	32,287 77	53,049 52
Electric equipment of cars	55,006 01	2,405 98	40,708 46	32,604 17
Other rail equipment	709 26	730 97	157 25	1,340 09
Miscellaneous equipment	6,908 64			

NOTE.— See general note on Section 1 of this Division.

[1] Consists of expenditures in connection with limited term franchise acquired from City of New York, October 29, 1912.

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TABLE XVIII. Fixed capital, 1920: (B) Details
§ 5. Queens and

Accounts	New York & Queens County	Long Island Electric	New York & Long Island	Ocean Electric
				Queens
Fixed Capital since December 31, 1908 — *Concluded*				
Undistributed:				
Engineering and superintendence	.....	.....	.....	$168 05
Law expenditures during construction	.....	.....	.....	.....
Injuries during construction	.....	.....	.....	.....
Taxes during construction	.....	.....	.....	.....
Interest during construction	.....	.....	.....	.....
Miscellaneous construction expenditures	$1,665 13	$9,680 52	$33 55	27 85
Total	$771,241 49	$246,653 76	$165,706 37	$241,148 15
Fixed Capital, December 31, 1908				
Engineering and superintendence	.....	$58 00	$43,870 84	$2,715 61
Right of way	$30,542 59	129 25	62,578 66	4,198 49
Real estate used in operation of road	67,156 04	.....	7,427 39	.....
Track and roadway construction	[5]5,551,135 67	[6]1,235,463 00	[7]1,527,712 28	170,859 80
Electric line construction	594,576 09	15,801 41	153,202 71	16,436 42
Buildings and fixtures used in operation of road	389,798 65	924 34	41,423 75	2,048 50
Power plant equipment	344,840 95	39,113 81	132,596 29	.....
Shop tools and machinery	21,204 98	593 63	1,826 02	.....
Cars	1,013,200 46	38,622 78	109,685 49	28,618 77
Electric equipment of cars	.....	8,381 66	61,293 01	27,050 63
Miscellaneous equipment	.....	5,585 71	20,268 12	2,881 12
Organization	10,667 35	1,894 58	84,376 86	3,589 01
Interest and discount	.....	2,985 92	20,301 73	.....
Miscellaneous	10,877 10	110 22	1,521 98	2,034 66
Total	$8,034,000 88	$1,350,664 31	$2,268,085 13	$260,433 01
Grand total	$8,805,242 37	$1,597,318 07	$2,433,791 50	$501,581 16

NOTE.—See general note on Section 1 of this Division.

[1] Consists of expenditures in connection with limited term franchise acquired from City of New York, October 29, 1912.

[2] Exclusive of $500,000 "Other intangible street railway capital" improperly charged to fixed capital.

[3] Includes $200,000, Franchises.

[4] Includes $150,000, Franchises.

[5] Includes $4,612,045.78 "Purchase of Constructed Road."

[6] Includes $1,152,549.67 "Purchase of Constructed Road and Equipment."

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of figures at close of year — Concluded
Richmond companies — Concluded

Companies				Richmond Companies			
New York & Nor h Shore	Manhattan & Queens, Receivers	Manhattan & Queens Leased lines [1]	Total	Richmond Light & R. R.	Staten Island Midland	South-field Beach	Total
$23,415 94	$225 97	$8,133 66	$31,943 62	$587 93	.....	.....	$587 93
58,246 72	10 00	.....	58,256 72	.....	.....	.....	.....
1,098 34	.....	237 67	1,336 01	.....	.....	.....	.....
7,347 75	.....	.....	7,347 75	.....	.....	.....	.....
42,800 00	.....	6,245 27	49,045 27	.....	.....	.....	.....
34,115 08	811 70	4,415 02	50,748 85	.....	.....	.....	.....
$1,252,235 32	[2] $42,331 36	$132,927 09	$2,852,243 54	$537,418 26	$109,610 45	$100 73	$647,129 44
$34,651 59	.....	.....	$81,296 04	.....	.....	$2,118 00	$2,118 00
12,052 86	.....	.....	109,502 85	[3] $202,500 00	[4] $221,300 00	250,948 46	674,748 46
5,610 00	.....	.....	80,193 43	41,000 00	28,000 00	.....	69,000 00
170,223 17	.....	.....	8,656,393 92	1,271,920 92	[5] 922,349 97	34,441 86	2,228,712 75
39,888 51	.....	.....	819,905 14	91,426 71	100,084 91	4,030 25	195,541 87
11,715 71	.....	.....	445,910 95	78,146 85	69,563 17	7,688 70	155,398 72
4,309 13	.....	.....	520,860 18	.....	112,583 75	.....	112,583 75
4,751 44	.....	.....	28,376 07	2,172 00	4,628 64	27 00	6,827 64
24,639 90	.....	.....	1,214,767 40	144,439 10	6,500 00	125 00	151,064 10
16,672 88	.....	.....	113,398 18	164,389 00	65,761 24	.....	230,150 24
1,121 50	.....	.....	29,856 45	14,669 74	10,430 00	.....	25,099 74
8,975 00	.....	.....	109,502 80	288,459 23	350,000 00	1,823 12	640,282 35
7,507 52	.....	.....	30,795 17	.....	.....	.....	.....
16,116 53	.....	.....	39,660 49	.....	.....	[6] 510 00	510 00
$358,235 74	.....	.....	$12,271,419 07	$2,299,123 55	$1,891,201 68	$301,712 39	$4,492,037 62
$1,610,471 06	[7] $1,359,278 46	$132,927 09	[10] $16,440,609 71	[11] $2,836,541 81	$2,000,812 13	$301,813 12	$5,139,167 06

[1] Includes $944,468.44, " Road built by Contract."
[2] See note 6 on second double-page of Div. A, of this table.
[3] Total for 1920 excludes and Grand total includes $1,316,947.10 carried in suspense. See note 4 on second double-page of Div. A of this table.
[10] See note 9.
[11] Excludes $1,657,577.13, Fixed capital, Electric light and power department, Dec. 31, 1908 and $1,271,722.06, Fixed Capital installed in other departments since Dec. 31, 1908.

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TABLE XIX. MISCELLANEOUS INVESTMENTS, JUNE 30, 1920

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
OPERATING COMPANIES				
Rapid Transit				
Interborough Rapid Transit:				
Rapid Transit Subway Construction Co., stock	C-6	$6,000,000 00	[4] $12,000,000 00	.....
Subway Realty Co., stock	C-6	2,000,000 00	2,335,665 83	$100,000 00
6% demand note, dated Dec. 31, 1907	C-7	942,022 72	942,022 72	56,521 36
New York & Queens County Ry. Co., stock	A-6	3,204,800 00	2,895,160 24	.....
1st mtge. 50-yr. 4%, due 1946	A-4	786,000 00	789,635 74	31,440 00
New York & Long Island Traction Co., stock	A-6	[5] 493,000 00	744,779 61	(6)
1st mtge. 40-yr. 4½%, due 1942	A-4	500,000 00		
Long Island Electric Ry. Co., stock	A-6	300,000 00	613,003 52	.....
1st mtge. 30-yr. 5%, due 1925	A-4	300,000 00		(6)
Interborough Rapid Transit Co.:				
1st & refunding mtge. 53-yr. 5%, due 1966[7]	[8] D-10	1,568,000 00	1,220,301 25	54,362 33
Bronx Exposition Inc., stock	A-3	50,000 00	50,000 00	.....
Manhattan Ry. Co. consol. mtge., 100-yr., 4%, due 1990[9]	B-10	3,000 00	2,291 25	99 22
U. S. Gov't Liberty loan 3½%	D-1	471,050 00	470,487 50	10,650 45
4¼%	D-1	3,121,450 00	3,121,450 00	Cr 10,291 51
Certificates of indebtedness, 4¼%	D-10	298,000 00	298,000 00	3,231 03
Bond and mtge. on real estate	10	2,050,000 00	2,050,000 00	[10] 55,305 55
Real estate, South Vernon Park	A-8	—	[11] 19,250 00	.....
Total	—	*22,087,322 72*	*27,552,047 67*	*301,315 49*
New York Consolidated, Receiver:				
City of New York, 4¼%, 1966	A-1	20,000 00	21,025 00	682 36
Brooklyn Rapid Transit Co., 5% demand notes	A-10	57,922 73	57,922 73	2,896 10
U. S. Gov't Lib. loan 4¼%, due 1927-1942	D-1	83,000 00	75,283 07	1,234 64
Ctfs. of indebtedness, 4¼%, due Dec. 1920	D-2	590,000 00	587,579 23	2,986 04
5½%, due Nov. 1920	[12] 2	650,000 00	650,000 00	3,545 90
5½%, due Jan. 1921	A-2	500,000 00	500,000 00	.....
Depreciation fund:				
Brooklyn Rapid Transit Co. 3-yr. 7% notes, due July 1921	B-5	245,000 00	246,225 00	17,150 00
So. Pacific Ry. ref. mtge., 4%, due 1955	B-1	40,000 00	37,212 50	1,600 00
No. Pacific Ry. prior lien, 4%, due 1997	B-1	40,000 00	37,837 50	1,600 00
N. Y. Central Rd. 1st mtge., 3½%, due 1997	B-1	40,000 00	34,408 75	1,400 00
N. Y. Munic. Ry. Corp., 6% promissory notes	B-D	207,000 00	207,000 00	12,420 00
City of New York, 4¼%, 1966	B-1	35,000 00	36,793 75	1,655 13
U. S. Gov't Lib. loan, 4¼%, due 1927-1942	B-1	150,000 00	150,000 00	6,375 00
Total, receiver	—	*2,657,922 73*	[13] *2,641,987 53*	*53,545 17*
New York Consolidated (Corporation):				
N. Y. Municipal Ry. Corp., stock	C-6	200,000 00	200,038 45	.....
City of New York, 4¼%, 1960	D-1	24,000 00	24,527 51	1,020 00
Participation ctfs., B. R. T. insurance, 6%	A-10	188,691 33	188,691 33	.....
Total, corporation	—	*412,691 33*	*413,257 29*	*1,020 00*
Hudson & Manhattan Railroad Co.:				
Tunnel Advertising Co., stock	A-6	1,000 00	1,000 00	.....
U. S. Gov't Lib. loan, 3½-4¼%, 1938-1947	D-1	302,650 00	302,650 00	[14] 12,698 10
Total[15]	—	*303,650 00*	*303,650 00*	*12,698 10*
Total, rapid transit companies	—	$25,461,586 78	$30,910,242 49	$368,581 70

[1] Securities are grouped as follows: (A) Free investments, (B) Sinking and other contractual fund investments, (C) Mortgaged or pledged investments and (D) Other bound investments. In these groups they are further classified: (1) bonds of corporations independent of the respondent, (2) other funded debt of independent corporations, (3) stocks of independent corporations, (4) bonds of associated corporations, (5) other funded debt of associated corporations, (6) stocks of associated corporations, (7) advances to associated corporations, (8) land, (9) improvements on land, and (10) all other investments. [2] Identical with actual money cost, except as noted. [3] Amounts shown in this column represent income accrued which has been credited to revenue. In addition, the following companies derived income from investments disposed of prior to June 30, 1920, which has also been credited to revenue: Interborough, $2,738.74; N. Y. Consolidated, $88.67; Brooklyn City, $3,288.41; South Brooklyn, $48.83; Mid-Crosstown, $35.42. [4] Cost cash, $2,400,000, stock, $9,600,000. [5] Common, $368,000; preferred, $125,000. [6] The interest is so far in arrears that the respondent deems it better not to enter it as an asset, but to credit such interest, when received, to surplus. [7] Improperly included here by the company. The par value should have been shown as a deduction from the bonds outstanding in accordance with the requirements of the report form. The interest has been improperly credited to revenue and charged to interest deduction. [8] Of these, par value, $643,000 and book value, $363,520 are in sinking funds, while the remainder is otherwise bound. [9] Represents investment of Amortization of debt discount and expense, Manhattan Railway, second mortgage bonds. [10] In addition, $389.58 of accrued has been credited to accounts other than revenue. [11] Actual money cost, $109,064.46. [12] Of these, $500,000 are free; $150,000 are bound. [13] Excludes Cr. $580,319.88, balance—cash account, depreciation funds, included on Balance sheet (Table XVII) under Other Investments. [14] In addition, $415 was accrued and credited to revenue during the year from corporate stock City of New York, which is classed by the company as special deposits. [15] In addition, the following securities (par value) are held under special deposits: New York City, corporate stock $9,625; Liberty loan bonds, 4¼% convertible, 2d issue, $125,000, 3d issue, $100,000 and 4th issue $150,000; Delaware & Hudson, 5's, $50,000 and Great Northern, 5's, $10,000.

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TABLE XIX. Miscellaneous investments, June 30, 1920 — Continued

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
Manhattan and Bronx Surface				
Third Avenue:				
Southern Boulevard R. R. Co., stock	A-6	[4] $1,400 00	$620 00	.....
Brooklyn & North River R. R. Co., stock	A-6	25,000 00	[5] 1 00	.....
New York City Interborough Ry. Co., stock	A-6	[6] 122,400 00	6,501 00	.....
Hastings Ry. Co., Inc., stock subscription	A-10	2,000 00	2,000 00	.....
42d St., Manh. & St. N. Ave. Ry. Co., stock	C-6	2,471,300 00	1,966,843 04	.....
Dry Dock, E. B'way & B. R.R. Co., stock	C-6	1,198,000 00	1,198,000 00	.....
Kingsbridge Ry. Co., stock	C-6	8,600 00	8,600 00	.....
Union Ry. Co. of New York City, stock	C-6	2,000,000 00	4,884,554 07	.....
Southern Boulevard R. R. Co., stock	C-6	248,300 00	73,124 35	.....
Yonkers R. R. Co., stock	C-6	992,500 00	292,291 25	.....
Westchester Electric R. R. Co., stock	C-6	500,000 00	147,227 15	.....
N. Y., Westchester & Conn. Trac. Co., stock	C-6	200,000 00	701 25	.....
Third Avenue Bridge Co., stock	C-6	20,000 00	20,000 00	.....
Mid-Crosstown Ry. Co., Inc., stock	C-6	150,000 00	[6] 432,762 40	.....
Pelham Pk. & City Island Ry. Co., Inc., stock	C-6	45,000 00	11,884 83	.....
Belt Line Ry. Corp., stock	C-6	302,700 00	302,700 00	.....
42d St., Manh. & St. N. Ave. Ry. Co., 30-yr. 6% income bonds, due Jan. 1, 1915, interest payable as earned	C-4	1,487,000 00	[9] 1,534,146 33	$89,220 00
N. Y., Westchester & Conn. Traction Co. 50-yr. 4%, due 1950	C-4	50,000 00	200 00	2,000 00
Dry Dock, E.B'way & B. R.R. Co. 4%, due 1960	C-4	528,000 00	528,000 00	21,120 00
interest as earned, due 1960	C-4	650,838 75	650,838 75	.....
N. Y. City Interborough Ry. Co., stock	C-6	[7] 4,417,000 00	1,676,766 81	83,080 00
bonds, 23-yr. 4 %, due 1928	C-4	2,077,000 00		
Belt Line Ry. Corp., stock	C-6	431,300 00	[8] 2,245,534 10	87,500 00
bonds, 30-yr. 5%, due 1943	C-4	1,750,000 00		
Pelham Pk. & City Island Ry. Co., Inc., 6% demand notes	A-7	29,545 31	29,545 31	
Brooklyn & North River R.R. Co., 6% demand notes	A-7	65,329 60	[9] 6 00	
42d St., Manh. & St. N. Ave. Ry. Co., 4% demand notes, dated April, 1907	C-7	6,391,967 44	6,391,967 44	
Kingsbridge Ry. Co., 4% demand notes, dated April, 1907	C-7	2,248,792 70	2,248,792 70	
Union Ry. Co. of New York City, 4% demand notes, dated April, 1907	C-7	4,715,064 39	4,715,064 39	
Southern Boulevard R.R. Co., 4% demand notes, dated April, 1907	C-7	72,350 73	72,350 73	
Westchester Elec. R.R. Co., 4% demand notes, dated April, 1907	C-7	1,307,221 82	1,307,221 82	
Yonkers R.R. Co., 4% demand notes, dated April, 1907	C-7	1,207,867 13	1,207,867 13	
42d St., Manh. & St. N. Ave. Ry. Co., 5% demand notes, dated Oct., 1915	C-7	23,185 54	23,185 54	585,552 58
Belt Line Ry. Corp., 5% demand notes, dated Oct., 1915	C-7	73,091 53	73,091 53	
Southern Boulevard R.R. Co., 5% demand notes, dated Oct., 1915	C-7	64,013 97	64,013 97	
Westchester Electric R.R. Co., 5% demand notes, dated Oct., 1915	C-7	153,536 36	153,536 36	
Yonkers R.R. Co., 5% demand notes, dated Oct., 1915	C-7	200,683 35	200,683 35	
N. Y., West. & Conn. Traction Co., 5% demand notes, dated Oct., 1915	C-7	24,047 54	24,047 54	
Bronx Traction Co., 5% demand notes, dated Oct., 1915	C-7	131,067 61	131,067 61	
N. Y. City Interborough, 5% demand notes, dated Oct., 1915	C-7	7,358 29	7,358 29	
Third Ave. Bridge Co., 5% demand notes, dated July, 1914	C-7	92,908 64	92,908 64	
New York City, 4-4½% corporate stock, due 1956-1964	D-1	25,500 00	25,500 00	17,300 05
U. S. Gov't Lib. loan 4¼-4¾% due 1928-1942	[10] 10	592,500 00	592,500 00	
Total	—	*37,104,370 70*	[11] *33,344,004 68*	*885,772 63*
Belt Line:				
New York City, 4½%, due 1964	D-1	5,000 00	5,000 00	212 50
Dry Dock, East B'way & B.:				
New York City, 4½%, due 1960-1964	D-1	6,000 00	6,000 00	255 00
U. S. Gov't Liberty loan, 4¼%, due 1938	D-1	4,500 00	4,500 00	39 84
Total	—	*10,500 00*	*10,500 00*	*294 84*

For notes 1 to 3 see first page of this table. [4] No application yet made to the Commission for authorization to hold these stocks. [5] Money cost reported same as par value. [6] As to value of the property and the amount properly capitalizable, see order of the Commission in cases 1714 and 1728 (P. S. C. R., V. 22-49). [7] No authority for the acquisition of $186,000 of this amount. [8] Money cost reported, $2,420,342.99. [9] See note 5 above. [10] All, except $9,000, are free. [11] Excludes $2,276,887.08, investments included by respondent under Other special deposits and shown on Balance sheet (Table XVII) under Other investments. See note 17 on first double page of Table XVII-A, § 1.

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TABLE XIX. Miscellaneous investments, June 30, 1920 — Continued

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
MANHATTAN AND BRONX SURFACE — *Continued*				
42d St., Manh. & St. N. Ave.:				
New York City, 4–4½%, due 1956–1964	D-1	$6,000 00	$6,000 00	$253 75
U. S. Gov't Liberty loan, 4¼%, due 1938	D-1	18,000 00	18,000 00	159 37
Total	—	*24,000 00*	*24,000 00*	*413 12*
New York City Interborough:				
New York City, 3–4½%, due 1925–1964	D-1	60,000 00	55,000 00	1,887 50
U. S. Gov't Liberty loan, 4¼%, due 1938	D-1	7,500 00	7,500 00	66 41
Total	—	*67,500 00*	*[4] 62,500 00*	*1,953 91*
Southern Boulevard:				
New York City, 4–4½%, due 1964	D-1	8,000 00	8,000 00	332 50
Third Ave. Ry. Co., 1st ref. mtge. 4%, due 1960	B-4	1,000 00	501 25	20 00
Total	—	*9,000 00*	*8,501 25*	*352 50*
Union:				
Bronx Traction Co., stock	C-6	58,100 00	75,728 75	.....
Third Ave. Ry. Co., 1st ref. mtge. 4%, due 1960	B-4	27,500 00	14,675 54	784 40
Yonkers R. R. Co., 50-yr. 5%, due 1946	A-4	8,000 00	301 00	400 00
Bronx Traction Co. (no interest)	A-7	389,222 95	389,222 95	.....
Bronx Traction Co., 4% demand notes, dated Dec., 1904	A-7	181,638 17	181,638 17	.....
So. Boulevard R. R. Co., 4% demand notes, dated April, 1907	A-7	50,108 01	50,108 01	2,604 00
Westchester Elec. R. R. Co., 4% demand notes, dated April, 1907	A-7	491,402 99	491,402 99	19,656 12
Yonkers R. R. Co., 4% demand notes, dated April, 1907	A-7	74,339 85	74,339 85	2,973 60
New York City, 4–4½%, due 1956–1964	D-1	49,000 00	49,000 00	2,027 50
Total	—	*1,329,311 97*	*1,326,417 26*	*27,345 62*
Westchester Electric:				
New York City, 4¼%, due 1964	D-1	5,500 00	5,500 00	233 75
U. S. Gov't Liberty loan, 4¼%, due 1938	D-1	4,500 00	4,500 00	39 84
Total	—	*10,000 00*	*10,000 00*	*273 59*
Brooklyn & North River:				
I. R. T., 1st ref. mtge. 5%, due 1966	B-1	7,000 00	6,316 25	350 00
B. R. T., 1st ref. mtge., 4%, due 2002	B-1	7,000 00	4,682 50	280 00
City of New York, 4¼–4½%, due 1963	[5] 1	15,000 00	15,423 75	287 54
Total	—	*29,000 00*	*26,422 50*	*917 54*
New York Railways, Receiver:				
Securities included on balance sheet in "Investments":				
Twenty-third Street Ry. Co., stock	[6] C	507,500 00	[7] 1,421,000 00	91,350 00
Brooklyn & North River R. R. Co., stock	[8] C	25,000 00	25,000 00	.....
Bridge Operating Co., stock	[8] C	50,000 00	38,317 11	.....
145th Street Crosstown R. R. Co., stock	[8] C	2,000 00	2,000 00	.....
Christopher & Tenth St. R. R. Co., 1st mtge. 4%, due 1923	[6] C	210,000 00	210,000 00	8,400 00
New York Railways Co., 1st real estate and ref. mtge., 4%, due 1942	[9,10] C	41,341 51	26,302 54	([10])
Broadway & Seventh Ave. R. R. Co., stock	[6] C	200 00		20 00
Thirty-fourth St. Crosstown Ry. Co., stock	[6] C	10,000 00		.....
People's Traction Co., stock	[6] C	1,500,000 00		.....
Fulton St. R. R. Co., stock	[6] C	500,000 00		.....
28th and 29th St. R. R. Co., stock	[6] C	1,500,000 00		.....
Edenwald Street Ry. Co., stock	[6] C	25,000 00		.....
Metropolitan St. Ry. Co., stock scrip	[6] C	52 73	2,512 08	.....
Interborough-Metropolitan Co., cert. of voting trust stock	[6] C	20 00		.....
Temporary receipt of Central Trust Co. dated August 26, 1898, for $1,000,000 face value of 1st mtge. bonds of Wall & Cortlandt St. Ferries R. R. Co	[6] C	———		.....
New York City, 4¼%	C	82,000 00	[11] 83,588 75	3,485 00
U. S. Gov't Liberty loan, 4¼%, due 1942	[8] C	2,550 00	2,550 00	108 36
Total	—	*4,455,664 24*	*1,811,370 48*	*103,363 36*

For notes 1 to 3 see first page of this table. [4] Excludes $60,000, bonds reacquired, included by respondent in Floating capital, and shown on Balance sheet (Table XVII) under Other investments. See note 20 on first double-page of Table XVII–A, § 1. [5] Bound, $5,000; free, $10,000. [6] Pledged to Guaranty Trust Co. as Trustee under the 30-yr. first real estate and refunding mortgage. [7] Acquired by the issue of New York Railways 30-year 4 per cent first real estate and refunding mortgage bonds. Authorization provided that $350 par of bonds could be issued for $100 par of stock.—From documents on file with the Commission. [8] Reported as "now in possession of respondent" but pledged to the Guaranty Trust Co. [9] Improperly included here by the company. The par value should have been shown as a deduction from bonds outstanding in accordance with the requirements of the report form. [10] Represents special fund investment in connection with amortisation of debt discount and expense, interest on which was credited to unamortized debt discount and expense. [11] Cost reported as $84,731.06.

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TABLE XIX. Miscellaneous investments, June 30, 1920 — Continued

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
MANHATTAN AND BRONX SURFACE—*Concluded*				
New York Railways, Receiver — *Concluded*				
Securities included on balance sheet in "Accounts awaiting distribution:"				
Acquired under the plan of reorganization:				
Central Crosstown R. R. Co., stock	[4] C	$35,100 00	(7)	.....
B'way & Seventh Ave. R. R. Co., stock	[5] C	1,409,000 00		$140,000 00
1st mtge. 5% bonds (matured)	[5] C	1,500,000 00		.....
Fort George & Eleventh Ave. R. R., stock	[5] C	3,000,000 00		.....
42d St. & Grand St. Ferry R. R. Co., stock	[5] C	400,000 00		72,000 00
34th St. Crosstown Ry. Co., stock	[5] C	990,000 00		.....
23d St. Ry. Co., 1st mtge. 6% bonds (matured)	[5] C	209,000 00		.....
debentures 5% (matured)	[5] C	150,000 00		.....
145th St. Ry. Co., stock	[5] C	2,000 00		.....
Central Pk., North and East River R. R. Co., stock	[8] A	300,000 00		.....
Not acquired under the plan of reorganization:				
Bleecker St. & Fulton Ferry R.R. Co. stock	[9] C	853,600 00	$239,067 02	12,804 00
Metropolitan Crosstown Ry. Co., 1st mtge. 5%, due April, 1920	[10] C	609,000 00	602,453 80	.....
U. S. Gov't Liberty loan, 4¼%, due 1928	[10] C	200,000 00	200,000 00	8,500 00
Central Crosstown Ry. Co., 6% collateral trust notes	[10] [11], C	637,408 82	——	.....
New York Rys. Co., 1st real estate and ref. mtge. 4%, due 1942	[12] A	1,009,000 00	783,108 85	40,000 00
Twenty-third St. Ry. Co., 1st mtge. 6% (matured)	[9] A	50,000 00	——	.....
Total	—	*11,318,108 82*	[13] *1,824,689 67*	*273,304 00*
Total, all securities[14]	—	*15,773,773 06*	*3,635,900 15*	*376,667 36*
Eighth Avenue:				
Chicago, Burlington & Quincy R. R. Co. gen. mtge. 4%, due 1958	A-1	10,000 00	8,950 00	366 67
Chicago & Northwestern, 3½%, due 1987	A-1	10,000 00	8,312 50	320 83
Chicago, Milwaukee & St. Paul, 4%, due 1989	A-1	10,000 00	9,312 50	366 66
Atchison, Topeka & Santa Fe, 4%, due 1995	A-1	10,000 00	9,337 50	366 67
Louisville & Nashville, 4%, due 1990	A-1	10,000 00	9,512 50	366 66
Lake Shore & Michigan Southern, 3½%, 1997	A-1	10,000 00	8,562 50	320 83
Norfolk & Western, 4%, due 1996	A-1	10,000 00	9,387 50	366 67
Northern Pacific, 4%, due 1997	A-1	10,000 00	9,037 50	366 67
Pacific Coast Co., 5%, due 1946	A-1	5,000 00	4,746 25	229 16
Union Pacific R. R. Co., 4%, due 1947	A-1	5,000 00	4,801 25	183 33
West Shore R. R. Co., 4%, due 2361	A-1	15,000 00	13,443 75	550 00
U. S. Gov't Liberty loan, 4¼%, due 1933-1948	A-1	30,000 00	30,000 00	1,168 74
Columbia Trust Co., beneficial certificates	A-2	50 00	50 00	.....
Bond and mtge. 5½%, due 1924	A-9	10,000 00	10,000 00	449 17
Total	—	*145,050 00*	*135,453 75*	*5,422 06*
Ninth Avenue:				
Atchison, Topeka & Santa Fe, 4%, due 1995	A-1	5,000 00	4,668 75	150 00
West Shore R. R. Co., 4%, due 2396	A-1	5,000 00	4,481 25	150 00
Hermes Amusement Co., 6%, due 1925	A-1	35,000 00	35,000 00	560 00
U. S. Gov't Liberty loan, 4¼%, due 1933-1938	A-1	2,000 00	2,000 00	64 24
Total	—	*47,000 00*	*46,150 00*	*924 24*
New York & Harlem:				
New York Central R. R. Co., ref. and impr. mtge. 4½%, due 2013	A-4	210,000 00	184,238 14	9,450 00
Beach Creek R. R. Co., stock	A-3	50,000 00	53,297 89	2,000 00
Land	A-8	——	138,433 64	.....
Total	—	*260,000 00*	[15] *375,969 67*	*11,450 00*
Total Manhattan and Bronx surface cos.	—	$54,814,505 73	$39,010,819 26	$1,312,499 91

For notes 1 to 3 see first page of this table. [4] See note 8 on preceding page. [5] See note 6 on preceding page. [7] No appraisement of these securities has been made. [8] Reported as "now in the hands of the Guaranty Trust Co." but not as collateral to any outstanding bonds. [9] See note 8 on preceding page. [10] See note 6 on preceding page. [11] Represents face value of collateral trust notes formerly reported at a face value of $2,235,000. [12] See note 9 on preceding page. [13] Included on Balance sheet under Other miscellaneous temporary debits as accounts awaiting distribution. [14] In addition, there are $2,473,400 par value of Central Crosstown R. R. Co. first consolidated 4 per cent mortgage bonds due May 1, 1952, which were acquired by respondent in October, 1914, at auction sale resulting from foreclosure proceedings against collateral trust notes of Central Crosstown R. R. Co. These bonds were formerly reported at a face value of $2,235,000, such notes now representing a face value of $637,408.82. There are also in the hands of the Guaranty Trust Co. as trustee under the first refunding 4 per cent mortgage of New York Railways Co. $300,000 par value of the Metropolitan Crosstown Ry. Co.'s second mortgage 5 per cent bonds, dated May 1, 1890, due May 1, 1991. [15] Excludes $16,580,341.56, portion of Fixed Capital estimated as applicable to steam road and included on Balance sheet (Table XVII) as other investments. See note 13 on second double-page of Table XVII-A, § 1.

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TABLE XIX. Miscellaneous investments, June 30, 1920 — Continued

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
Brooklyn and Queens Surface				
Brooklyn City:				
Brooklyn City Development Corporation, stock	A-6	$345,000 00	$345,000 00	.....
Bond and purchase money mortgages, 5½-6½%, due 1921-1923	D-10	74,000 00	74,000 00	$937 92
U. S. Gov't Liberty loan, 4¼%, due 1927	D-1	50,000 00	50,000 00	1,484 59
U. S. certificates of indebtedness, 6%, due June, 1921	A-10	100,000 00	100,000 00	19 90
Total	—	*569,000 00*	*569,000 00*	*2,442 41*
Brooklyn Heights, Receiver:				
Brooklyn & North River R. R. Co., stock	A-6	12,500 00	12,504 50	.....
Brooklyn, Queens Co. & Sub. R. R. Co. 1st cons. mtge. 5%, due 1941	A-4	50,000 00	50,000 00	2,500 00
Brooklyn Rapid Transit Co., 5% demand notes	A-10	32,887 40	32,887 40	1,644 40
U. S. Gov't Liberty loan, 4¼%, due 1927-1942	D-1	9,000 00	8,096 63	100 93
Certificates of indebtedness 5½%, due Nov., 1920	A-10	400,000 00	400,000 00	2,169 87
Total, receiver	—	*504,387 40*	*503,488 53*	*6,415 20*
Brooklyn Heights (Corporation):				
Participation certificates, B. R. T. insur., 6%	A-10	222,186 36	222,186 36	.....
City of New York, 4¼%, due 1960	D-1	34,000 00	34,765 00	1,445 00
Total, corporation	—	*256,186 36*	*256,951 36*	*1,445 00*
Brooklyn, Queens Co. & Sub., Receiver:				
Jamaica & Brooklyn Road Co., 5%, due 1930	A-4	8,000 00	8,000 00	.....
Brooklyn, Queens Co. & Sub. (Corporation)				
Participation certificates, B. R. T. insurance, 6%	A-10	31,886 18	31,886 18	.....
City of New York, 4¼%, due 1960	D-1	7,000 00	7,157 51	297 50
Total, corporation	—	*38,886 18*	*39,043 69*	*297 50*
Coney Island & Brooklyn, Receiver:				
Brooklyn & North River R. R. Co., stock	A-6	25,000 00	25,009 00	.....
De Kalb Ave. & No. Beach R. R. Co., stock	A-6	10,000 00	10,000 00	.....
Construction advances	A-7	20,114 93	20,114 93	.....
Brooklyn Rapid Transit Co., 5% demand notes	A-10	7,100 00	7,100 00	355 00
Coney Island & Brooklyn Rd. Co. 4 % Mtge. Bonds	A-4	107,000 00	107,000 00	.....
U. S. Liberty bonds, 4¼%, due 1927-1942	D-1	16,000 00	14,393 20	179 43
Total, receiver	—	*185,214 93*	*183,617 13*	*534 43*
Coney Island & Brooklyn (Corporation):				
Participation certificates, B. R. T. insurance, 6%	A-10	12,009 22	12,009 22	.....
City of New York, 4¼%, due 1960	D-1	7,000 00	7,157 50	297 50
Total, corporation	—	*19,009 22*	*19,166 72*	*297 50*
Coney Island & Gravesend:				
Coney Island & Brooklyn R. R. Co., stock	C-6	2,637,000 00	2,637,128 42	.....
City of New York, 4¼%, due 1960	D-1	5,000 00	5,112 50	212 50
Participation certificates, B. R. T. insurance, 6%	A-10	5,398 45	5,398 45	.....
Total	—	*2,647,398 45*	*2,647,639 37*	*212 50*
Nassau Electric, Receiver:				
Brooklyn & North River R. R. Co., stock	A-6	12,500 00	12,504 50	.....
Brooklyn Rapid Transit Co., 1st ref. 4%, due 2002	A-4	396,000 00	[4] 396,000 00	15,840 00
Nassau Electric R. R. Co., 1st mtge. series "B," scrip	[5] A-4	72 50	72 50	.....
U. S. Gov't Liberty loan 4¼%, due 1927-1942	D-1	26,000 00	24,390 80	179 43
Brooklyn Rapid Transit Co., 5% demand notes	A-10	9,215 36	9,215 36	460 75
Total, receiver	—	*443,787 86*	*442,183 16*	*16,480 18*
Nassau Electric (Corporation):				
Brooklyn Rapid Transit Co., 4%, due 2002	C-D4	1,365,000 00	[4] 1,365,000 00	54,600 00
Participation certificates, B. R. T., insurance 6%	A-10	114,490 20	114,490 20	.....
City of New York, 4-4¼%, due 1957-1960	D-1	20,500 00	20,929 38	867 50
Total, corporation	—	*1,499,990 20*	*1,500,419 58*	*55,467 50*
South Brooklyn:				
Prospect Pk. & South Brooklyn R. R. Co., stock	C-6	49,500 00	57,383 40	.....
New York & Coney Island R. R. Co., stock	C-6	82,000 00	94,710 18	.....
Brooklyn Rapid Transit Co., 5% demand notes	A-10	4,811 52	4,811 52	240 58
Participation certificates, B. R. T. insurance, 6%	A-10	62,829 20	62,829 20	.....
City of New York, 4¼%, due 1960	D-1	5,000 00	5,109 38	212 50
U. S. Gov't Liberty loan, 4¼%, due 1927-1942	D-1	5,500 00	5,040 34	124 01
Total	—	*209,640 72*	*229,884 02*	*577 09*
B. R. T. surface companies	—	*6,381,601 32*	*6,399,393 56*	*84,169 31*

For notes 1 to 3 see first page of this table. [4] The Brooklyn Rapid Transit Co. bonds, of which $396,000 are held by the receiver and $1,365,000 by the corporation, were accepted in lieu of Nassau Electric R. R. Co. 1st consolidated bonds, like amount, $29,000; $700,000 accepted in lieu of $650,000 Sea Beach Ry. Co. stock and $35,400 Coney Island & Gravesend Ry. stock; $250,000 accepted in lieu of Nassau Electric R. R. Co. 1st consolidated bonds issued to retire $250,000 Brooklyn, Bath & West End R. R. Co. bonds, $730,000 accepted in lieu of Nassau Electric R. R. Co. 1st consolidated bonds issued to retire $730,000 Atlantic R. R. Co. 1st mortgage bonds, $52,000 in lieu of Nassau Electric 1st consolidated bonds issued to retire $52,000 Brooklyn, Bath & West End 2d mortgage bonds. [5] Hitherto deducted from company's liabilities, but this year re-included herein and in assets of the receiver.

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TABLE XIX. Miscellaneous investments, June 30, 1920 — Concluded

Investing Company and Security	Class[1]	Par value	Book value[2]	Income accrued during year[3]
BROOKLYN AND QUEENS SURFACE — *Concluded*				
Bush Terminal:				
City of New York 3-4%, due 1950-1958	D-1	$8,000 00	$7,530 50	$260 00
Manhattan Bridge Three-Cent Line:				
Real estate 1st mtge. 5½%, due 1923	A-9	40,000 00	40,000 00	2,041 84
City of New York, 4¼%, due 1960	D-1	10,000 00	10,118 75	425 00
U. S. Gov't Liberty loan, 4¼%, due 1938	A-1	5,000 00	5,000 00	212 50
Total	—	*55,000 00*	*55,118 75*	*2,679 34*
Van Brunt St. & Erie Basin:				
U. S. Gov't Liberty loan, 4¼-4¾%, due 1923-1938	A-1	25,000 00	[4] 25,000 00	1,104 45
Other Brooklyn surface companies	—	*80,000 00*	*87,649 25*	*4,043 79*
New York & Queens County:				
City of New York, 4¼-4¾%, due 1957-1962	D-1	31,500 00	32,287 49	1,342 50
Long Island Electric:				
City of New York, 4¼%, due 1962	D-1	5,000 00	5,112 50	212 50
New York & Long Island:				
City of New York, 4¼%, due 1960-1962	D-1	8,000 00	8,191 25	340 00
Ocean Electric:				
City of New York, 4¼-4¾%, due 1960-1963	D-1	7,000 00	[5] 7,000 00	302 50
New York & North Shore:				
City of New York, 3½%, due 1954	D-1	15,000 00	13,791 74	525 00
Land	A-6	—	1,100 00	.....
Total	—	*15,000 00*	*14,891 74*	*525 00*
Manhattan & Queens Traction Corp. (Receivers):				
City of New York, 3½-4¼%, due 1940-1962	D-1	36,250 00	35,000 00	1,441 25
U. S. Gov't Lib. loan, 4¼%, due 1928	A-1	3,000 00	3,000 00	127 50
Total	—	*39,250 00*	*38,000 00*	*1,568 75*
Other Queens surface companies	—	*105,750 00*	*105,482 98*	*4,291 85*
Total, Brooklyn and Queens surface cos.	—	$6,575,251 32	$6,592,525 79	$92,504 35
RICHMOND SURFACE				
Richmond Light & Railroad, Receiver:				
South Shore Amusement Co., stock	A-3	$10,000 00	[6] $10,000 00	.....
New Jersey & Staten Island Ferry Co., stock	C-6	100,000 00	100,000 00	$10,000 00
Southfield Beach R.R. Co., stock	C-6	127,500 00	127,500 00	.....
N. J. & Staten Island, 1st mtge. 6%, date of maturity indefinite	[7] C-4	75,000 00	75,000 00	4,500 00
City of New York, 4¼%, due 1960	D-1	2,000 00	2,000 00	85 00
Total	—	*314,500 00*	[8] *314,500 00*	*14,585 00*
Southfield Beach Railroad Co.:				
U. S. Gov't Liberty loan, 4%, due 1937-1947	A-1	8,000 00	8,000 00	160 00
Total, Richmond surface companies	—	$322,500 00	$322,500 00	$14,745 00
Total, street surface companies	—	$61,712,257 05	$45,925,845 05	$1,419,749 26
Total, operating companies	—	$87,173,843 83	$76,836,087 54	$1,788,330 96
LESSOR COMPANIES				
Manhattan Railway Co.:				
U. S. Gov't Liberty loan, 4¼%, due 1938	N.R.	$100,000 00	$100,000 00	$4,250 00
Interborough Rapid Transit Co. Amortization Fund[9]	N.R.	—	2,950 85	.....
Total	—	—	*102,950 85*	*4,250 00*
New York Municipal:				
City of New York, Corp. stock, 4½% due 1963	C-1	500,000 00	500,000 00	22,500 00
City of New York, corp. stock, 4¼%, due 1960	D-1	5,109 38	5,109 38	212 50
Total[10]	—	*505,109 38*	[10] *505,109 38*	[11] *22,712 50*
New York Municipal, Receiver:				
Bond and mortgages	A-10	18,900 00	18,900 00	858 00
U. S. certfs. of indebtedness, 4¼%, due Dec. 1920	A-1	950,000 00	950,000 00	20,343 21
Total	—	*968,900 00*	*968,900 00*	*21,201 21*
Christopher & 10th Street Railroad Co.:				
Real estate	—	—	66,700 00	.....
Third Avenue Bridge Co.:				
Third Avenue Ry. Co., 4%, due 1960	B-4	42,000 00	23,412 40	1,412 82
Total, lessor companies	—	$1,616,009 38	$1,667,072 63	$49,576 53
Grand total, all companies	—	$88,789,853 21	[12] $78,503,160 17	$1,837,907 49

For notes 1 to 3 see first page of this table. [4] Cost, $24,887.04. [5] Cost, $7,126.25. [6] Under reorganization of South Beach Amusement Co., $26,250 of its stocks and bonds were exchanged for $10,000 stock; balance, $16,250, written off in 1908. [7] Date of maturity was reported by respondent in its 1915 report as April, 1916. [8] Excludes $2,535,868.67 fixed capital applicable to lighting department, shown on Balance sheet (Table XVII) under Other investments. See note 16 on second double-page of Table XVII-A, section 1. [9] Fund of I. R. T. for amortization of bond discount and expense on 2d mortgage bonds of Manhattan Ry. Fund and its investment are in control of I. R. T. [10] Excludes bonds held in sinking fund, book value, $190,165.28. [11] In addition there was received $17,685.62 interest on $950,000 U. S. certificates of indebtedness sold January, 1920. [12] For difference of $19,238,313.04 between this figure and Other investments of Table XVII-A Section 1, see the following notes on this table: first page, note 13; second page, note 11, and third page, note 4; fourth page, notes 13 and 15 and sixth page, notes 8 and 10.

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TABLE XX. SECURITIES (CAPITALIZATION)

Company	Not Held by Associated Street Railway of the First District		
	Capital stock	Funded debt unmatured	Certificates of indebtedness[1]
Rapid Transit			
Interborough Rapid Transit	$35,000,000 00	$194,880,000 00	.....
City of New York (Contracts 1 & 2)	.....	55,161,725 00	.....
City of New York (Contract 3, etc.)	.....	65,000,000 00	.....
Manhattan Railway	60,000 000 00	45,197,463 02	.....
Total — I. R. T. operations	*95,000,000 00*	*360,239,188 02*	.....
New York Consolidated	18,900,000 00	22,967,000 00	$14,654,794 66
City of New York (Contract 4)	.....	80,000,000 00	.....
New York Municipal	.....	[4] 73,000,000 00	[5] 692,384 99
Total — N. Y. Consolidated operations	*18,900,000 00*	*175,967,000 00*	*15,347,179 65*
Hudson & Manhattan	45,249,950 00	76,409,704 62	.....
Total	$159,149,950 00	$612,615,892 64	$15,347,179 65
Manhattan and Bronx Surface			
Third Avenue	$16,590,000 00	$46,514,000 00	.....
Kingsbridge Railway	.....	.....	.....
Belt Line	.....	.....	.....
Dry Dock, E. Broadway & B	2,000 00	1,599,361 25	.....
42d St., Manh. & St. N. Ave	28,700 00	1,200,000 00	.....
Third Avenue Bridge	.....	.....	.....
Mid-Crosstown	.....	.....	.....
New York City Interborough	460,600 00	.....	.....
Pelham Park & City Island	.....	.....	.....
Southern Boulevard	300 00	250,000 00	.....
Union	.....	2,000,000 00	.....
Bronx Traction	.....	.....	.....
Westchester Electric	.....	500,000 00	.....
3d Ave. system in city	*17,081,600 00*	*52,068,361 25*	.....
Brooklyn & North River	.....	.....	.....
Second Avenue	1,862,000 00	8,771,000 00	.....
New York Railways	17,495,060 00	[6] 57,331,665 68	.....
Bleecker St. & Fulton Ferry	46,400 00	700,000 00	.....
Broadway & Seventh Avenue	699,800 00	8,150,000 00	.....
Christopher & Tenth Streets	650,000 00	.....	.....
Fort George & Eleventh Avenue	.....	.....	.....
42d Street & Grand Street Ferry	348,000 00	.....	.....
6th Avenue	2,000,000 00	.....	.....
34th Street Crosstown	.....	1,000,000 00	.....
23d Street	92,500 00	1,478,000 00	.....
Total — N. Y. Railways operation	*21,331,760 00*	*68,709,685 68*	.....
Eighth Avenue	1,000,000 00	646,700 00	.....
Ninth Avenue	800,000 00	.....	.....
N. Y. & Harlem	[12] 2,500,000 00	(12)	.....
Total	$44,575,360 00	$130,190,746 93	.....

[1] Includes notes treated by creditor companies as permanent investments, interest bearing construction advances and matured funded debt held by system companies.

[2] Company reports $221,983,000 first mortgage and refunding bonds outstanding but erroneously includes $5,323,000 bonds reported by them as held in sinking fund and $60,479,000 only nominally issued and pledged as collateral. See also note 2, Div. C of this table.

[3] See note 3, Div. D of this table.

[4] Includes $13,000,000 Receiver's certificates.

[5] Non-interest bearing.

[6] Company reports $77,513,233.66 funded debt outstanding but erroneously includes $1,103,529.04 bonds held in sinking fund.

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JUNE 30, 1920: (A) Total outstanding

CORPORATIONS	TOTAL, INCLUDING INTERCORPORATE HOLDINGS			
Total	Capital stock	Funded debt unmatured	Certificates of indebtedness[1]	Total
$229,880,000 00	$35,000,000 00	[2] $194,887,000 00	.....	[3] $229,887,000 00
55,161,725 00	.....	55,161,725 00	.....	55,161,725 00
65,000,000 00	.....	65,000,000 00	.....	65,000,000 00
105,197,463 02	60,000,000 00	45,200,463 02	.....	105,200,463 02
455,239,188 02	*95,000,000 00*	*360,239,188 02*	.....	*455,239,188 02*
56,521,794 06	18,900,000 00	22,967,000 00	$14,654,794 06	56,521,794 06
80,000,000 00	.....	80,000,000 00	.....	80,000,000 00
73,692,384 99	200,000 00	73,000,000 00	692,384 99	73,892,384 99
210,214,179 05	*19,100,000 00*	*175,967,000 00*	*15,347,179 05*	*210,414,179 05*
121,659,654 62	45,249,950 00	[4] 76,409,704 62	.....	121,659,654 62
$787,113,021 69	$159,349,950 00	$612,625,892 64	$15,347,179 05	$787,323,021 69
$63,104,000 00	$16,590,000 00	$46,584,500 00	.....	$63,174,500 00
.....	8,600 00	.....	$2,248,792 70	2,257,392 70
.....	734,000 00	1,750,000 00	73,091 53	2,557,091 53
1,601,361 25	1,200,000 00	2,778,200 00	.....	3,978,200 00
1,228,700 00	2,500,000 00	1,200,000 00	7,902,152 98	11,602,152 98
.....	20,000 00	.....	92,908 64	112,908 64
.....	150,000 00	.....	.....	150,000 00
460,600 00	5,000,000 00	[7] 2,077,000 00	7,358 29	7,084,358 29
.....	45,000 00	.....	29,545 31	74,545 31
250,300 00	250,000 00	250,000 00	186,472 71	686,472 71
2,000,000 00	2,000,000 00	2,000,000 00	4,715,064 39	8,715,064 39
.....	58,100 00	.....	312,705 78	370,805 78
500,000 00	500,000 00	500,000 00	1,952,161 17	2,952,161 17
69,144,961 25	*29,055,700 00*	*57,139,700 00*	*17,520,253 50*	*103,715,653 50*
.....	100,000 00	.....	.....	100,000 00
10,633,000 00	1,862,000 00	8,771,000 00	.....	10,633,000 00
74,876,745 68	17,495,060 00	[8] 57,381,685 68	.....	74,876,745 68
746,400 00	900,000 00	700,000 00	.....	1,600,000 00
8,849,800 00	2,100,000 00	8,150,000 00	1,500,000 00	[9] 11,750,000 00
650,000 00	650,000 00	210,000 00	.....	860,000 00
.....	3,000,000 00	.....	.....	3,000,000 00
348,000 00	748,000 00	.....	.....	[10] 748,000 00
2,000,000 00	2,000,000 00	.....	.....	2,000,000 00
1,000,000 00	1,000,000 00	1,000,000 00	.....	[11] 2,000,000 00
1,570,500 00	600,000 00	1,478,000 00	400,000 00	2,478,000 00
90,041,445 68	*28,493,060 00*	*63,219,685 68*	*1,900,000 00*	*99,312,745 68*
1,646,700 00	1,000,000 00	646,700 00	.....	1,646,700 00
800,000 00	800,000 00	.....	.....	800,000 00
2,500,000 00	[12] 2,500,000 00	([12])	.....	2,500,000 00
$174,766,106 93	$63,810,760 00	$135,477,685 68	$19,420,253 50	$218,708,099 18

[7] See note 10 in Div. C of this table.
[8] See notes 1 and 13 in Div. C of this table.
[9] In addition lessee reports $3,225,123.78 expended for betterments, but no liability for same is recognized by lessor.
[10] In addition lessee reports $1,560,355.84 expended for betterments, but no liability for same is recognized by lessor. These certificates and interest on them are in default since Oct. 1, 1919.
[11] In addition lessee reports $1,080,808.80 expended for betterments, but no liability for same is recognized by lessor.
[12] See notes 3 in Div. B and 19 in Div. C of this table.

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TABLE XX. SECURITIES (CAPITALIZATION)

Company	Not Held by Associated Street Railway of the First District		
	Capital stock	Funded debt unmatured	Certificates of indebtedness[1]
Rapid Transit			
Interborough Rapid Transit	$35,000,000 00	$194,880,000 00	
City of New York (Contracts 1 & 2)		55,161,725 00	
City of New York (Contract 3, etc.)		65,000,000 00	
Manhattan Railway	60,000 000 00	45,197,463 02	
Total — I. R. T. operations	*95,000,000 00*	*360,239,188 02*	
New York Consolidated	18,900,000 00	22,967,000 00	$14,654,794 06
City of New York (Contract 4)		80,000,000 00	
New York Municipal		[4] 73,000,000 00	[5] 692,384 99
Total — N. Y. Consolidated operations	*18,900,000 00*	*175,967,000 00*	*15,347,179 05*
Hudson & Manhattan	45,249,950 00	76,409,704 62	
Total	$159,149,950 00	$612,615,892 64	$15,347,179 05
Manhattan and Bronx Surface			
Third Avenue	$16,590,000 00	$46,514,000 00	
Kingsbridge Railway			
Belt Line			
Dry Dock, E. Broadway & B	2,000 00	1,599,361 25	
42d St., Manh. & St. N. Ave	28,700 00	1,200,000 00	
Third Avenue Bridge			
Mid-Crosstown			
New York City Interborough	460,600 00		
Pelham Park & City Island			
Southern Boulevard	300 00	250,000 00	
Union		2,000,000 00	
Bronx Traction			
Westchester Electric		500,000 00	
3d Ave. system in city	*17,081,600 00*	*58,063,361 25*	
Brooklyn & North River			
Second Avenue	1,862,000 00	8,771,000 00	
New York Railways	17,495,060 00	[6] 57,381,685 68	
Bleecker St. & Fulton Ferry	46,400 00	700,000 00	
Broadway & Seventh Avenue	699,800 00	8,150,000 00	
Christopher & Tenth Streets	650,000 00		
Fort George & Eleventh Avenue			
42d Street & Grand Street Ferry	348,000 00		
6th Avenue	2,000,000 00		
34th Street Crosstown		1,000,000 00	
23d Street	92,500 00	1,478,000 00	
Total — N. Y. Railways operation	*21,331,760 00*	*68,709,685 68*	
Eighth Avenue	1,000,000 00	646,700 00	
Ninth Avenue	800,000 00		
N. Y. & Harlem	[12] 2,500,000 00	(12)	
Total	$44,575,360 00	$130,190,746 93	

[1] Includes notes treated by creditor companies as permanent investments, interest bearing construction advances and matured funded debt held by system companies.

[2] Company reports $221,983,000 first mortgage and refunding bonds outstanding but erroneously includes $5,323,000 bonds reported by them as held in sinking fund and $60,479,000 only nominally issued and pledged as collateral. See also note 2, Div. C of this table.

[3] See note 3, Div. D of this table.

[4] Includes $13,000,000 Receiver's certificates.

[5] Non-interest bearing.

[6] Company reports $77,513,233.66 funded debt outstanding but erroneously includes $[illegible] bonds held in sinking fund.

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JUNE 30, 1920: (A) Total outstanding

Corporations	Total, including intercorporate holdings			
Total	Capital stock	Funded debt unmatured	Certificates of indebtedness	Total
$229,880,000 00	$35,000,000 00	[illegible]	[illegible]	[illegible]
55,161,725 00	....	[illegible]	[illegible]	[illegible]
65,000,000 00	....	[illegible]	[illegible]	[illegible]
105,197,463 02	60,000,000 00	[illegible]	[illegible]	[illegible]
455,239,188 02	*95,000,000 00*	[illegible]	[illegible]	[illegible]
56,521,794 06	18,900,000 00	[illegible]	[illegible]	[illegible]
80,000,000 00	....	[illegible]	[illegible]	[illegible]
73,692,384 99	200,000 00	[illegible]	[illegible]	[illegible]
210,214,179 05	*19,100,000 00*	[illegible]	[illegible]	[illegible]
121,659,654 62	45,249,950 00	[illegible]	[illegible]	[illegible]
$787,113,021 69	$159,349,950 00	[illegible]	[illegible]	[illegible]
$63,104,000 00	$16,590,000 00	[illegible]	[illegible]	[illegible]
....	8,600 00	[illegible]	[illegible]	[illegible]
....	734,000 00	[illegible]	[illegible]	[illegible]
1,601,361 25	1,200,000 00	[illegible]	[illegible]	[illegible]
1,228,700 00	2,500,000 00	[illegible]	[illegible]	[illegible]
....	20,000 00	[illegible]	[illegible]	[illegible]
....	150,000 00	[illegible]	[illegible]	[illegible]
460,000 00	5,000,000 00	[illegible]	[illegible]	[illegible]
....	45,000 00	[illegible]	[illegible]	[illegible]
250,300 00	250,000 00	[illegible]	[illegible]	[illegible]
2,000,000 00	2,000,000 00	[illegible]	[illegible]	[illegible]
....	58,100 00	[illegible]	[illegible]	[illegible]
500,000 00	500,000 00	[illegible]	[illegible]	[illegible]
69,144,961 25	*[illegible]*	[illegible]	[illegible]	[illegible]
....	100,000 00	[illegible]	[illegible]	[illegible]
10,633,000 00	1,862,000 00	[illegible]	[illegible]	[illegible]
74,876,745 68	17,495,000 00	[illegible]	[illegible]	[illegible]
746,400 00	900,000 00	[illegible]	[illegible]	[illegible]
8,849,800 00	2,100,000 00	[illegible]	[illegible]	[illegible]
650,000 00	650,000 00	[illegible]	[illegible]	[illegible]
....	3,000,000 00	[illegible]	[illegible]	[illegible]
348,000 00	748,000 00	[illegible]	[illegible]	[illegible]
2,000,000 00	2,000,000 00	[illegible]	[illegible]	[illegible]
1,000,000 00	[illegible]	[illegible]	[illegible]	[illegible]
1,570,500 00	[illegible]	[illegible]	[illegible]	[illegible]
90,041,445 68	*[illegible]*	[illegible]	[illegible]	[illegible]
1,646,700 00	[illegible]	[illegible]	[illegible]	[illegible]
800,000 00	[illegible]	[illegible]	[illegible]	[illegible]
2,500,000 00	[12] 2,500,000 00	[illegible]	[illegible]	[illegible]
$174,766,106 93	[illegible]	[illegible]	[illegible]	[illegible]

[2] See note 10 in Div. C of this table.
[?] See notes 1 and 13 in Div. C of [illegible]
[?] In addition lessee reports $[illegible] recognized by lessor.
[?] In addition lessee reports [illegible] recognized by lessor. These [illegible]
[?] In addition lessee [illegible] recognized by lessor [illegible]
[?] See notes 5 in [illegible]

...,796,005 12

$5,142,750 00
2,000,000 00
249,800 00
$7,392,550 00
$336,896,654 30
$1,124,219,675 99

...es Co. on November 14, ...anged for voting shares.

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TABLE XX. Securities (capitalization), June 30, 1920:

Company	Not Held by Associated Street Railway the First		
	Capital stock	Funded debt unmatured	Certificates of indebtedness
Brooklyn and Queens Surface			
Brooklyn City	$12,000,000 00	$6,925,000 00	
Brooklyn Heights	200,000 00	250,000 00	*$13,372,460 37*
Bridge Operating	50,000 00		
Brooklyn, Queens Co. & Sub	2,000,000 00	6,566,000 00	2,689,568 71
Coney Island & Brooklyn	346,900 00	6,204,200 00	118,296 46
De Kalb Ave. & North Beach			
Coney Island & Gravesend	350,000 00		2,637,000 00
Nassau Electric	15,000,000 00	14,749,927 50	6,047,187 95
South Brooklyn	500,000 00		2,726,570 59
Prospect Park & Coney Island	250,000 00	700,000 00	420,500 00
Prospect Park & South Brooklyn	500 00		
New York & Coney Island	18,000 00		
Brooklyn Rapid Transit surface	*30,715,400 00*	*35,595,187 50*	*28,021,773 93*
Bush Terminal	20,000 00		336,045 00
Manhattan Bridge 3-Cent Line	450,000 00		
Marine	50,000 00		
Van Brunt St. & Erie Basin	200,000 00	31,000 00	
Other Brooklyn surface	*780,000 00*	*31,000 00*	336,045 00
New York & Queens County	30,200 00	2,214,000 00	
Long Island Electric	300,000 00	300,000 00	
New York & Long Island	507,000 00	500,000 00	
Ocean Electric	35,000 00		308,808 69
New York & North Shore	979,350 00	770,000 00	
Manhattan & Queens	[13] 20,000 00		[14] 1,150,000 00
Other Queens surface	*1,871,550 00*	*3,784,000 00*	*1,458,808 69*
Total	$33,306,950 00	$39,210,127 50	$29,816,627 62
Richmond Surface			
Richmond Light & R. R., Receiver	[15] $2,871,750 00	$2,261,000 00	
Staten Island Midland, Receiver	[16] 1,000,000 00	1,000,000 00	
Southfield Beach	122,300 00		
Total	$3,994,050 00	$3,261,000 00	
Total, street surface lines	$81,876,360 00	$172,661,874 43	$29,816,627 62
Grand total	$241,026,310 00	$785,277,767 07	$45,163,[illegible]06 67

For notes 1 to 12, see first double-page of this table.

[13] Installments paid in on subscriptions for stock. This company was organized to take over all the property and franchises within the City of New York of the South Shore Traction Company.

[14] In order that this property may be represented in capitalization, a judgment of $1,150,000.

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(A) Total outstanding — Concluded

Corporations of District	Total, Including Intercorporate Holdings			
Total	Capital stock	Funded debt unmatured	Certificates of indebtedness[1]	Total
$18,925,000 00	$12,000,000 00	$6,925,000 00	.....	$18,925,000 00
13,822,650 32	200,000 00	250,000 00	$13,372,650 32	13,822,650 32
50,000 00	100,000 00	.....	.....	100,000 00
11,255,566 71	2,000,000 00	6,616,000 00	2,639,566 71	11,305,566 71
6,669,398 46	2,963,900 00	6,204,200 00	118,298 46	9,306,398 46
.....	10,000 00	.....	.....	10,000 00
2,987,000 00	350,000 00	.....	2,637,000 00	2,987,000 00
35,797,115 35	15,000,000 00	14,749,927 50	6,047,187 85	35,797,115 35
3,226,570 59	500,000 00	.....	2,726,570 59	3,226,570 59
1,380,500 00	250,000 00	700,000 00	430,500 00	1,380,500 00
500 00	50,000 00	.....	.....	50,000 00
18,000 00	100,000 00	.....	.....	100,000 00
94,132,301 43	*33,543,900 00*	*35,445,127 50*	*28,021,773 93*	*97,010,801 43*
356,045 00	20,000 00	.....	336,045 00	356,045 00
450,000 00	450,000 00	.....	.....	450,000 00
50,000 00	50,000 00	.....	.....	50,000 00
231,000 00	200,000 00	31,000 00	.....	231,000 00
1,087,045 00	*750,000 00*	*31,000 00*	*336,045 00*	*1,087,045 00*
2,244,200 00	3,235,000 00	3,000,000 00	.....	6,235,000 00
600,000 00	600,000 00	600,000 00	.....	1,200,000 00
1,007,000 00	1,000,000 00	1,000,000 00	.....	2,000,000 00
343,808 69	35,000 00	.....	308,808 69	343,808 69
1,749,350 00	979,350 00	770,000 00	.....	1,749,350 00
1,170,000 00	20,000 00	.....	[14] 1,150,000 00	1,170,000 00
7,114,358 69	*5,869,350 00*	*5,370,000 00*	*1,458,808 69*	*12,698,158 69*
$102,333,705 12	$40,133,250 00	$40,846,127 50	$29,816,627 62	$110,796,005 12
$5,132,750 00	$2,871,750 00	$2,261,000 00	$10,000 00	$5,142,750 00
2,000,000 00	[16] 1,000,000 00	1,000,000 00	.....	2,000,000 00
122,300 00	249,800 00	.....	.....	249,800 00
$7,255,050 00	$4,121,550 00	$3,261,000 00	$10,000 00	$7,392,550 00
$284,354,862 05	$108,065,560 00	$179,584,213 18	$49,246,881 12	$336,896,654 30
$1,071,467,883 74	[12, 16] $267,415,510 00	$792,210,105 82	$64,594,060 17	$1,124,219,675 99

exclusive of interest and costs, obtained by the Gas and Electric Securities Co. on November 14, 1917 is here included.

[15] Includes $118,850 voting trust certificates which have not been exchanged for voting shares.

[16] See note 6 in Div. B of this table.

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TABLE XX. Securities (capitalization),

COMPANY	Certificates issued	Other
RAPID TRANSIT		
Interborough Rapid Transit	$35,000,000	.....
Manhattan Railway	60,000,000	.....
New York Consolidated:		
Common stock	13,872,200	[1] $27,800
Preferred stock	4,989,400	[1] 10,600
New York Municipal	200,000	.....
Hudson & Manhattan	*45,249,950*	.....
Common stock and scrip	39,994,890	.....
Preferred stock and scrip	5,242,151	.....
Conversion liability:		
Common and scrip	5,060	.....
Preferred and scrip	7,849	.....
Total	$159,311,550	$38,400
MANHATTAN AND BRONX SURFACE		
Third Avenue	$16,590,000	.....
Kingsbridge	8,600	.....
Belt Line	734,000	.....
Dry Dock, E. Broadway & B	1,200,000	.....
42d St., Manh. & St. N. Ave	2,500,000	.....
Third Avenue Bridge	20,000	.....
Mid-Crosstown	150,000	.....
New York City Interborough	5,000,000	.....
Pelham Park & City Island	45,000	.....
Southern Boulevard	250,000	.....
Union	2,000,000	.....
Bronx Traction	58,100	.....
Westchester Electric	500,000	.....
3d Ave. system in city	*29,055,700*	.....
Brooklyn & North River	100,000	.....
Second Avenue	1,862,000	.....
New York Railways	17,495,060	.....
Bleecker Street & Fulton Ferry	900,000	.....
Broadway & Seventh Avenue	2,100,000	.....
Christopher & Tenth Streets	650,000	.....
Fort George & Eleventh Avenue	3,000,000	.....
42d Street & Grand Street Ferry	748,000	.....
Sixth Avenue	2,000,000	.....
34th Street Crosstown	1,000,000	.....
23d Street	600,000	.....
Total — N. Y. Railways operation	*28,493,060*	.....
Eighth Avenue	1,060,000	.....
Ninth Avenue	800,000	.....
N. Y. & Harlem	[2] 2,500,000	.....
Total	$63,810,760	.....

[1] Issuable for like amount and kind of Brooklyn Union Elevated stock not yet converted.
[2] Held as follows: Brooklyn Heights and Nassau Electric, $12,500 each; Coney Island and Brooklyn, N. Y. Railways and Third Avenue, $25,000 each.

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TABLE XX. Securities (capitalization), June

COMPANY	Certificates issued	Other
BROOKLYN AND QUEENS SURFACE		
Brooklyn City	$12,000,000	.....
Brooklyn Heights	200,000	.....
Bridge Operating	100,000	.....
Bklyn., Queens Co. & Sub	2,000,000	.....
Coney Island & Brooklyn	2,983,900	.....
De Kalb Avenue & North Beach	10,000	.....
Coney Island & Gravesend	350,000	.....
Nassau Electric	*15,000,000*	.....
Common stock	8,500,000	.....
Preferred stock	6,500,000	.....
South Brooklyn	500,000	.....
Prospect Park & Coney Island	250,000	.....
Prospect Park & South Brooklyn	50,000	.....
N. Y. & Coney Island	100,000	.....
Brooklyn Rapid Transit surface	*33,543,900*	.....
Bush Terminal	20,000	.....
Manhattan Bridge 3-Cent Line	450,000	.....
Marine	50,000	.....
Van Brunt St. & Erie Basin	200,000	.....
Other Brooklyn surface	*720,000*	.....
New York & Queens County	3,235,000	.....
Long Island Electric	600,000	.....
New York & Long Island	*1,000,000*	.....
Common stock	750,000	.....
Preferred stock	250,000	.....
Ocean Electric	35,000	.....
New York & North Shore	979,350	.....
Manhattan & Queens	.....	[4] $20,000
Other Queens surface	*5,849,350*	*20,000*
Total	$40,113,250	$20,000
RICHMOND SURFACE		
Richmond Light & R. R., Receiver	[5] $3,000,000	.....
Staten Island Midland, Receiver	1,000,000	.....
Southfield Beach	250,000	.....
Total	$4,250,000	.....
Total, street-surface line	$108,174,010	$20,000
Grand total	$267,485,560	$58,400

[4] Installments paid in on stock subscriptions.
[5] Includes $118,850 in voting trust certificates which have not been exchanged for voting shares

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TABLE XX. Securities (capitalization).

COMPANY	Mortgage bonds	Equipment obligations	Plain bonds, debentures and notes	Real estate mortgages and miscellaneous obligations
RAPID TRANSIT				
Interborough Rapid Transit	$222,172,000 00	.....	$38,706,000 00	.....
City of New York (Cont. 1 & 2) [2]	.....	.....	55,161,725 00	.....
City of New York (Cont. 3, etc.) [3]	.....	.....	65,000,000 00	.....
Manhattan Railway [4]	45,195,000 00	.....	.....	$13,000 00
Total — I. R. T. operations	*267,367,000 00*	.....	*158,867,725 00*	*13,000 00*
New York Consolidated	22,967,000 00	.....	.....	.....
City of New York (Contract 4) [3]	.....	.....	80,000,000 00	.....
New York Municipal [5]	73,000,000 00	.....	.....	.....
Total — N. Y. Consol. op.	*95,967,000 00*	.....	*80,000,000 00*	.....
Hudson & Manhattan [6]	76,567,233 66	[7] $88,000 00	.....	858,000 00
Total	$439,901,233 66	$88,000 00	$238,867,725 00	$871,000 00
MANHATTAN AND BRONX SURFACE				
Third Avenue [8]	$49,526,500 00	.....	.....	.....
Belt Line	1,750,000 00	.....	.....	.....
Dry Dock, E. Broadway & B	2,778,200 00	.....	.....	.....
42d Street, Manh. & St. N. Ave. [9]	1,200,000 00 [1,487,000 00]	.....	.....	.....
New York City Interborough	2,164,000 00	.....	.....	.....
Southern Boulevard	250,000 00	.....	.....	.....
Union	2,000,000 00	.....	.....	.....
Westchester Electric	500,000 00	.....	.....	.....
3d Ave. system in city	*60,168,700 00*	.....	.....	.....
Second Avenue, Receiver	5,631,000 00	.....	.....	[11] $3,140,000 00
New York Railways, Receiver	[12] 58,420,777 19 [350,000 00]	.....	[$89,000 00] 2,250 00	.....
Bleecker St. & Fulton Ferry	700,000 00	.....	.....	.....
Broadway & Seventh Avenue	8,150,000 00 [1,500,000 00]	.....	.....	.....
Christopher & Tenth Streets	210,000 00	.....	.....	.....
34th Street Crosstown	1,000,000 00	.....	.....	.....
23d Street	1,500,000 00 [250,000 00]	.....	[150,000 00]	.....
Total — N. Y. Rys. op.	*69,980,777 19*	.....	*2,250 00*	.....
Eighth Avenue	.....	.....	750,000 00	25,000 00
Total	$185,780,477 19	.....	$752,250 00	$3,165,000 00

NOTE.—Companies omitted from this section have no funded debt. Matured funded debt is entered in brackets and not included in totals.

[1] The reacquired bonds, which respondent erroneously includes in those outstanding, are here included. Include also in case of Interborough, nominally issued bonds.

[2] Includes $925,000 par value of respondent's 5% bonds representing investment of depreciation reserve and interest thereon.

[3] For details and for issues on lines under construction see Div. E.

[4] Includes $1,000 Metropolitan Elevated Railway Company 1st Mortgage Bond due July 1, 1908, not yet presented for redemption and no longer bearing interest. Excludes $93,979.96, reported by lessee as owing for betterments but disputed by lessor.

[5] Includes $13,000,000 New York Municipal and New York Consolidated Joint Receivers' certificates issued August 1, 1919. [These certificates (6 per cent, 2-year, redeemable) have prior rights over any and all liens with the exception of the lien of the First mortgage of the Kings County Elevated Railroad Co., dated July 25, 1899, and the lien of the First mortgage of Brooklyn Union Elevated Railroad Co., dated February 1, 1899, supplemented by the agreement of the Union Elevated Railroad Co., dated May 25, 1900, if, and so far as they are a lien on the earnings real or

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TABLE XX. Securities (capitalization), June

Company	Mortgage bonds	Equipment obligations	Plain bonds, debentures and notes	Real estate mortgages and miscellaneous obligations
Brooklyn and Queens Surface				
Brooklyn City	$6,925,000 00	.....	.....	.....
Brooklyn Heights	250,000 00	.....	.....	.....
Brooklyn, Queens Co. & Sub	6,624,000 00	.....	.....	.....
Coney Island & Brooklyn	6,232,000 00	.....	.....	$99,200 00
	.....	.....	.....	[132,000 00]
Nassau Electric	14,750,000 00	.....	.....	.....
South Brooklyn	.....	.....	.....	[150,000 00]
Prospect Park & Coney Island	700,000 00	.....	.....	.....
	.....	.....	[$250,000 00]	.....
Brooklyn Rapid Transit surface	*35,481,000 00*	.....	.....	*99,200 00*
Van Brunt St. & Erie Basin	65,000 00	.....	.....	.....
Other Brooklyn surface	*65,000 00*	.....	.....	.....
New York & Queens County	5,186,327 28	.....	.....	.....
	[500 00]	.....	.....	.....
Long Island Electric	600,000 00	.....	.....	.....
New York and Long Island	1,000,000 00	.....	.....	.....
Ocean Electric	[20,000 00]	.....	.....	.....
New York & North Shore	800,000 00	.....	.....	.....
Other Queens surface	*7,586,327 28*	.....	.....	.....
Total	$43,132,327 28	.....	.....	$99,200 00
Richmond Surface				
Richmond Light & R. R., Receiver	$2,500,000 00	$61,000 00	.....	.....
Staten Island Midland, Receiver	1,000,000 00	.....	.....	.....
Total	$3,500,000 00	$61,000 00	.....	.....
Total, street-surface lines	$182,413,304 47	$61,000 00	$752,250 00	$3,264,200 00
Grand total	$622,314,538 13	$149,000 00	$239,619,975 00	$4,135,200 00

[16] Real estate mortgage matured February 20, 1920, but respondent reports same as tacitly continued.

[17] Income mortgage bonds matured May 1, 1920.

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, 1920: (C) Funded debt — Concluded

Total (gross)	Portion nominally issued or reacquired	Net amount outstanding	Portion Held by Associated First District Street Railway Corporations		Portion not so held
			Amount	Company	
$6,925,000 00	.....	$6,925,000 00	.....	———	$6,925,000 00
250,000 00	.....	250,000 00	.....	———	250,000 00
6,624,000 00	$8,000 00	6,616,000 00	$50,000 00	Brooklyn Heights...	6,566,000 00
6,331,200 00	127,000 00	6,204,200 00	.....	———	6,204,200 00
[132,000 00]	.....	[132,000 00]	.....	———	[132,000 00]
14,750,000 00	72 50	14,749,927 50	.....	———	14,749,927 50
[150,000 00]	.....	[16] [150,000 00]	.....	———	[150,000 00]
700,000 00	.....	700,000 00	.....	———	700,000 00
250,000 00	.....	[17] [250,000 00]	.....	———	[250,000 00]
35,580,200 00	135,072 50	35,445,127 50	50,000 00	———	35,395,127 50
65,000 00	34,000 00	31,000 00	.....	———	31,000 00
65,000 00	34,000 00	31,000 00	.....	———	31,000 00
5,186,827 28	2,186,827 28	3,000,000 00	786,000 00	Interb. Rap. Tran..	2,214,000 00
[500 00]	.....	[500 00]	.....	———	[500 00]
600,000 00	.....	600,000 00	300,000 00	Interb. Rap. Tran..	300,000 00
1,000,000 00	.....	1,000,000 00	500,000 00	Interb. Rap. Tran..	500,000 00
[120,000 00]	.....	[20,000 00]	.....	———	[20,000 00]
800,000 00	30,000 00	770,000 00	.....	———	770,000 00
7,586,827 28	2,216,827 28	5,370,000 00	1,586,000 00	———	3,784,000 00
$43,232,027 28	$2,385,899 78	$40,846,127 50	$1,636,000 00	———	$39,210,127 50
$2,561,000 00	[18] $300,000 00	$2,261,000 00	.....	———	$2,261,000 00
1,000,000 00	.....	1,000,000 00	.....	———	1,000,000 00
$3,561,000 00	$300,000 00	$3,261,000 00	.....	———	$3,261,000 00
$186,490,754 47	$6,906,541 29	$179,584,213 18	$6,922,338 75	———	$172,661,874 43
$866,218,713 13	$74,008,607 31	[19] $792,210,105 82	$6,932,338 75	———	$785,277,767 07

[18] Provided for by mortgage and pledged as collateral for demand notes.
[19] New York and Harlem bonds amounting to $12,000,000 are here excluded for the reason that they are a mortgage in the steam portion of the road. See Table XVII.

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TABLE XX. Securities (capitalization), June 30, 1920: (D) Certificates of indebtedness to controlling corporations[1]

[The term controlling corporation includes also any intermediary corporations]

Company and Description of Debt	Creditor company	Amount of debt, June 30, 1920	Increase or (D) decrease during the year
Rapid Transit			
New York Consolidated:			
Certificates of indebtedness	B. R. T. Co	$14,654,794 06	
New York Municipal, bills payable	B. R. T. Co	692,384 99	D $250,000 00
Total		$15,347,179 05	D $250,000 00
Manhattan and Bronx Surface			
Kingsbridge Railway, 4% note	Third Ave	$2,248,792 70	
Belt Line, 5% note	Third Ave	73,091 53	
42d St., Manh. & St. Nich. Ave.:			
4% note	Third Ave	6,391,967 44	
5% note	Third Ave	23,185 54	
6% bonds matured	Third Ave	1,487,000 00	
Total		*7,902,153 98*	
Third Avenue Bridge, 5% note	Third Ave	92,908 64	
New York City Interborough, 5% note	Third Ave	7,358 29	
Pelham Park & City Island, 6% notes	Third Ave	29,545 31	
Southern Boulevard:			
4% note	Third Ave	72,350 73	
5% note	Third Ave	64,013 97	
4% note	Union	50,108 01	
Total		186,472 71	
Union, 4% note	Third Ave	4,715,064 39	
Bronx Traction:			
4% note	Union	181,638 17	
5% note	Third Ave	131,067 61	
Total		312,705 78	
Westchester Electric:			
4%	Third Ave	1,307,221 82	
5%	Third Ave	153,536 36	
4%	Union	491,402 99	
Total		1,952,161 17	
Third Ave. system in city		*17,690,253 50*	
Broadway & Seventh Ave., 5% bonds matured	N. Y. Rys	1,500,000 00	
Twenty-third Street Railway, 6% bonds and 5% debentures, both matured	N. Y. Rys	400,000 00	
Total — N. Y. Railways operation		*1,900,000 00*	
Total		$19,420,253 50	
Brooklyn and Queens Surface			
Brooklyn Heights:			
Certificates of indebtedness, 6's	B. R. T. Co	$7,992,173 53	
Bills payable, 6%	B. R. T. Co	5,380,476 79	
Total		13,372,650 32	
Brooklyn, Queens County & Suburban:			
Certificates of indebtedness, 6's	B. R. T. Co	2,640,709 53	
Bills payable, 6%	B. R. T. Co	48,857 18	
Total		2,689,566 71	
Coney Island and Brooklyn:			
Certificates of indebtedness, 6's	B. R. T. Co	118,298 46	
Coney Island and Gravesend:			
Certificates of indebtedness, 6's	B. R. T. Co	2,637,000 00	
Nassau Electric:			
Certificates of indebtedness, 6's	B. R. T. Co	6,047,187 85	
South Brooklyn:			
Certificates of indebtedness, 6's	B. R. T. Co	2,394,070 59	
Bills payable, 5%	B. R. T. Co	332,500 00	
Total		2,726,570 59	
Prospect Park and Coney Island:			
Certificates of indebtedness, 4's	L. I. R. R	430,500 00	
B. R. T. surface		*23,021,773 93*	

[1] Includes notes, interest-bearing construction advances and matured funded debt held by system companies.

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TABLE XX. Securities (capitalization), June 30, 1920: (D) Certificates of indebtedness to controlling corporations [1]— Concluded

[The term controlling corporation includes also any intermediary corporations]

COMPANY AND DESCRIPTION OF DEBT	Creditor company	Amount of debt, June 30, 1920	Increase or (D) decrease during the year
BROOKLYN AND QUEENS SURFACE—*Concluded*			
Bush Terminal, construction advances, 5%	Bush T. Co.	$336,045 00	.....
Other Brooklyn surface	——	*336,045 00*	.....
Ocean Electric:			
5% mortgage bonds matured	L. I. R. R.	20,000 00	.....
Construction advances, 4%	L. I. R. R.	288,808 69	$43,630 83
Manhattan & Queens:			
Judgment unpaid, 6% [2]	Gas & Elec. Securities Co	1,150,000 00	.....
Queens Surface	——	*1,458,808 69*	*43,630 83*
Total	——	$29,816,627 62	$43,630 83
RICHMOND SURFACE			
Richmond Light and R. R.:			
6% notes	Southfield Beach	$10,000 00	$10,000 00
6% notes	S. I. Midland	.....	D 20,000 00
Total	——	$10,000 00	D $10,000 00
Grand total	——	[3] $64,594,060 17	D $316,369 17

[1] See note 1 on preceding page.
[2] See note 14, Div. A of this table.
[3] In addition the Interborough reports a contingent liability estimated at $750,000 owing to the Rapid Transit Subway Construction Co. for the "excess cost of Brooklyn Extension (Ann Street and Broadway, Borough of Manhattan, to Atlantic Avenue, Borough of Brooklyn) over the amount contributed for that purpose by the city — final settlement with sub-contractors and with the city not yet effected."

TABLE XX. Securities (capitalization), June 30, 1920: (E) Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads

CONTRACT AND ISSUE	Amount authorized [1]	Interest rate	Amount of actual issue (par value) [2]	Cash realized [3]
Contract No. 1:				
Rapid Transit Railroad Bonds	$51,899,910 47	3	$1,500,000 00	$1,522,020 96
" " " "		3½	1,165,000 00	1,165,000 00
" " " "		3¾	41,885,000 00	43,742,680 10
" " " "		4	1,506,417 83	1,509,666 69
" " " "		4½	2,107,064 23	2,130,365 23
" " " "		4¾	741,197 20	759,660 49
Corporate stock notes		3	131,000 00	131,000 00
" " "		4	415,000 00	415,000 00
Total [4]	$51,899,910 47	—	$49,450,679 26	$51,375,393 47
Contract No. 2:				
Rapid Transit Railroad Bonds	$5,959,250 94	3½	$1,000 00	$1,000 00
" " " "		3¾	1,815,000 00	1,832,499 74
" " " "		4	961,400 00	967,090 38
" " " "		4½	1,378,645 60	1,392,718 09
" " " "		4¾	1,291,000 14	1,317,171 50
Corporate stock notes		3	3,000 00	3,000 00
" " "		4	11,000 00	11,000 00
" " "		5¼	250,000 00	250,000 00
Total [4]	$5,959,250 94	—	$5,711,045 74	$5,774,479 71

NOTE.— The figures shown here were obtained from a statement furnished by the Determination Division of the Transit Construction Commission, as the Financial Summary, Dept. of Finance, City of New York, for June 30, 1920, was not available in time.

[1] The interest rate is not fixed by the terms of the authorization and the amount sold at one time may not equal the entire authorization.

[2] Outstanding, June 30, 1920.

[3] Previous to 1919, cash proceeds available for rapid-transit purposes, exclusive of any premiums received and turned into general funds, were shown here. In 1919 and 1920, due to lack of information, the total cash realized from the sale of corporate stock and corporate stock notes is shown, irrespective of the use to which the premiums were put.

[4] All for lines in operation June 30, 1920.

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TABLE XX. Securities (capitalization), June 30, 1920: (E) Details of corporate stock and corporate stock notes of the City of New York outstanding and allotted for construction of rapid transit railroads — Concluded

Contract and Issue	Amount authorized[1]	Interest rate	Amount of actual issue (par value)[2]	Cash realized[3]
Contract No. 3:				
Rapid Transit Railroad Bonds	$75,610,747 34	4	$1,175,557 35	$1,175,557 35
" " " "		4¼	26,928,468 21	27,378,035 85
" " " "		4½	32,720,283 65	32,976,455 68
Corporate stock notes		4	2,500,000 00	2,500,000 00
" " "		4½	1,400,000 00	1,400,000 00
" " "		5½	1,000,000 00	1,000,000 00
" " "		5.95	8,600,000 00	8,600,000 00
Total	$75,610,747 34	—	$74,324,309 21	$75,030,048 88
Portion on lines in operation		—	[5] 65,000,000 00	
Contract No. 4:				
Rapid Transit Railroad Bonds	$114,760,762 16	4	$6,811,513 59	$6,859,845 34
" " " "		4¼	41,215,821 96	41,384,648 55
" " " "		4½	40,406,519 01	40,808,600 08
Corporate stock notes		3	1,200,000 00	1,200,000 00
" " "		4	8,600,000 00	8,600,000 00
" " "		4½	1,165,000 00	1,165,000 00
" " "		5¼	3,750,000 00	3,750,000 00
" " "		5½	1,580,000 00	1,580,000 00
" " "		5.95	8,500,000 00	8,500,000 00
Total	$114,760,762 16	—	$113,228,854 56	$114,348,093 97
Portion on lines in operation		—	[5] 80,000,000 00	
Contracts Nos. 3 and 4:				
Corporate stock notes	$918,055 57	4	$810,000 00	$810,000 00
" " "		4½	13,000 00	13,000 00
Total	$918,055 57	—	$823,000 00	$823,000 00
Portion on lines in operation		—	(6)	
Total rapid transit construction:				
Rapid Transit Railroad Bonds	$249,148,726 48	3	$1,500,000 00	$1,522,020 96
" " " "		3½	1,166,000 00	1,166,000 00
" " " "		3¾	43,700,000 00	45,575,179 84
" " " "		4	10,454,888 77	10,512,159 76
" " " "		4¼	71,630,000 00	72,785,767 72
" " " "		4½	75,159,000 00	75,861,887 75
Corporate stock notes		3	1,334,000 00	1,334,000 00
" " "		4	12,336,000 00	12,336,000 00
" " "		4½	2,578,000 00	2,578,000 00
" " "		5¼	1,000,000 00	1,000,000 00
" " "		5¾	3,750,000 00	3,750,000 00
" " "		5½	1,580,000 00	1,580,000 00
" " "		5¾	250,000 00	250,000 00
" " "		5.95	17,100,000 00	17,100,000 00
Grand total	$249,148,726 48	—	$243,537,888 77	$247,351,016 03
Portion on lines in operation		—	Est. 200,161,725 00	

NOTE—For notes 1, 2 and 3 see previous page.

[5] Estimated by the Determination Division of the Transit Construction Commission as the amount expended on lines in operation June 30, 1920.

[6] Included in the amounts estimated under Contracts 3 and 4.

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BLE XX. Securities (capitalization), June 30, 1920: (F) Capitalization as effected by securities issued and retired during the year

COMPANY AND ISSUE	Date of authorization by Public Service Commission	Amount of actual issue (par value)	Cash realized on issue	Occasion or purpose for which issued or retired
FUNDED DEBT				
erborough Rapid Transit:				
First and refunding mortgage, 5% gold bonds	July 23, 1918	[1] $611,000 00	—	(1)
First and refunding mortgage, 5% gold bonds	—	D 2,754,000 00	—	Re-acquired and deposited in sinking fund
Three-year secured convertible 7% gold notes	July 23, 1918	[1] D 493,000 00	—	Purchased by Trustee and cancelled
anhattan Railway:				
Manhattan bond certificate	—	D 60 00	—	Re-acquired scrip
ew York Municipal:				
Receiver's certificates	August 15, 1919 as of Aug. 1, 1919.	13,000,000 00	—	Issued to raise money to carry out obligations under Contract 4
udson & Manhattan:				
Real estate mortgages	—	D 5,000 00	—	Reduction during year
Equipment obligations	—	D 92,000 00	—	Portion matured
econd Avenue, Receiver:				
Receiver's certificates	—	D 3,140,000 00	—	Retired
Receiver's certificates	—	3,140,000 00	—	To retire a like amount which matured Oct. 1 1919
wenty-third Street Railway:				
Improvement and refunding 5% mortgage bonds	—	D 5,000 00	—	Re-acquired
ighth Avenue:				
Real estate mortgage	—	25,000 00	—	Purchase of real estate
Certificates of indebtedness	—	[2] D 128,300 00	—	Re-acquired and held alive
outh Brooklyn:				
Real estate mortgage	—	D 150,000 00	—	Matured
rospect Park and Coney Island:				
Income, 6% mortgage bonds	—	D 250,000 00	—	Matured
Richmond Light and Railroad:				
Equipment trust certificates, 6's	—	67,500 00	—	Taken over from Staten Island Midland
Equipment trust certificates, 6's	—	D 6,500 00	—	Portion matured
Staten Island Midland:				
Equipment trust certificates, 6's	—	D 13,500 00	—	Portion matured
Equipment trust certificates, 6's	—	D 67,500 00	—	Assumed by Richmond Light & R. R.
CAPITAL STOCK				
Southfield Beach R. R. Co	.....	D 200 00	—	(3)

NOTE.— Increases or decreases in Brooklyn Rapid Transit certificates of indebtedness and in unfunded system company debt are shown in Division D of this table. The Rapid Transit Railroad bonds and corporate stock notes issued during the year are included in Division E of this table.

[1] The company pledged $61,587,000 first and refunding mortgage 5% gold bonds as collateral security for its notes. Of these, $770,000 was released upon deposits made July 1, 1919, and January 1, 1920, under Section 3 of Article 3 of the Collateral Indentures, $611,000 being applied by the Trustee of the sinking fund to the purchase of $493,000 gold notes, and $159,000 being returned to the treasury of the company.

[2] Of the $128,300 certificates of indebtedness shown here, only $3,100 were reacquired during 1920. In previous years the company did not report the re-acquired amounts.

[3] Reported this year for the first time as only nominally issued.

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TABLE XXI. VALUATION OF PROPERTY OF STREET-SURFACE RAILWAYS FOR PURPOSES OF TAXATION: (A) Assessed valuation of street-surface railways, year ended June 30, 1920

Company	Assessed Valuation [1]					
	Tangible and intangible property in streets ("special franchise")	Corporate real property	Other real property outside of streets		Personal property	Total
			Land and improvements	Land only		
Manhattan and Bronx Surface						
Third Avenue	$4,151,500	.....	$5,743,200	[2] $2,363,000	$10,000	$9,904,700
Kingsbridge Railway	760,000	.....	.....	.....	.....	760,000
Belt Line	800,850	.....	720,000	450,000	.....	1,520,850
Dry Dock, E. B'way & B	855,000	.....	891,500	530,000	.....	1,746,500
42d St., Manh. & St. N. Ave	2,489,000	.....	505,000	340,500	.....	2,994,000
Third Avenue Bridge	57,950	.....	.....	.....	.....	57,950
Mid-Crosstown	57,000	.....	.....	.....	.....	57,000
New York City Interborough	798,600	.....	.....	.....	.....	798,600
Pelham Park & City Island	35,340	.....	.....	.....	.....	35,340
Southern Boulevard	175,790	.....	.....	.....	.....	175,790
Union	2,351,000	.....	727,400	[3] 323,200	.....	3,075,400
Bronx Traction	381,300	.....	.....	.....	.....	381,300
Westchester Electric	769,770	.....	154,520	(4)	.....	924,290
3d Ave. system in city	*13,683,100*	.....	*8,741,620*	*4,006,700*	*10,000*	*22,422,720*
Second Avenue	1,757,500	.....	1,480,000	675,000	.....	3,237,500
New York Railways	6,407,750	$4,794	12,900,132	5,403,909	.....	19,312,675
Bleecker St. & Fulton Ferry	422,750	.....	.....	.....	.....	422,750
Broadway & Seventh Ave	1,539,000	.....	[5] 5,018,880	3,063,400	.....	6,557,880
Christopher & Tenth Streets	551,000	.....	[6] 4,183	3,024	.....	555,183
Fort George & Eleventh Ave	199,500	.....	.....	.....	.....	199,500
42d St. & Grand Street Ferry	783,750	.....	560,000	250,000	.....	1,343,750
Sixth Avenue	1,548,500	.....	550,205	130,667	.....	2,098,705
34th Street Crosstown	180,500	.....	.....	.....	.....	180,500
23d Street	570,000	.....	[7] 399,700	370,000	.....	969,700
Total—N. Y. Railways operation	*12,202,750*	*4,794*	*19,433,100*	*9,231,000*	.....	*31,669,650*
Eighth Avenue	2,284,600	.....	3,582,500	3,582,500	.....	5,867,100
Ninth Avenue	1,819,250	.....	.....	.....	.....	1,819,250
New York & Harlem	3,177,750	.....	.....	.....	.....	3,177,750
Total	$34,924,950	$4,794	$33,237,220	$17,485,200	$10,000	$68,176,964
Brooklyn and Queens Surface						
Brooklyn City	$11,731,640	$550,000	$5,323,910	$2,050,860	.....	$17,605,550
Brooklyn Heights	66,270	73,350	171,100	49,050	.....	310,770
Bridge Operating	.....	.....	.....	.....	$47,800	47,800
Brooklyn, Queens Co. & Sub	2,998,160	1,459,050	572,800	385,000	.....	5,030,010
Coney Island & Brooklyn	2,558,630	20,800	1,520,225	583,175	.....	4,099,655
De Kalb Ave. & North Beach	40,940	.....	.....	.....	.....	40,940
Coney Island & Gravesend	190,820	.....	.....	.....	.....	190,820
Nassau Electric	6,902,420	1,069,500	971,400	400,450	.....	8,943,320
South Brooklyn	6,580	1,307,250	7,150	7,150	.....	1,320,980
Prospect Park & Coney Island; Prospect Park & So. Brooklyn; New York & Coney Island	[8] 49,820	2,702,200	400	400	.....	2,752,420
Brooklyn Rap. Tran. surface	*24,545,280*	*7,182,150*	*8,566,985*	*3,476,085*	*47,800*	*43,818,301*

[1] A few instances of cents are not presented, although included in the totals.
[2] Company makes no segregation between land and improvements on real estate in Mount Vernon.
[3] Company makes no segregation between land and improvements on real estate in Pelham village.
[4] Respondent does not segregate land and improvements.
[5] As reported by N. Y. Railways; lessor reports $6,480,000.
[6] As reported by N. Y. Railways; lessor reports $166,000.
[7] As reported by N. Y. Railways; lessor reports $37,400.
[8] The entire assessment of the South Brooklyn, lessors, is levied against the Prospect Park & Coney Island, the original lessee of the others.

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: XXI. Valuation of property of street-surface railways for purposes of taxation: (A) Assessed valuation of street-surface railways, year ended June 30, 1920 — Concluded

COMPANY	ASSESSED VALUATION [1]					
	Tangible and intangible property in streets ("special franchise")	Corporate real property	OTHER REAL PROPERTY OUTSIDE OF STREETS		Personal property	Total
			Land and improvements	Land only		
OKLYN AND QUEENS SURFACE — *Concluded*						
erminal	$241,110	$16,400	.....	.....	.....	$257,510
ttan Bridge 3-Cent Line	125,300	.....	$78,000	$29,575	$79,100	282,400
unt St. & Erie Basin	87,420	.....	18,700	(4)	.....	106,120
Other Brooklyn surface	*453,830*	*16,400*	*96,700*	*29,575*	*79,100*	*646,030*
ork & Queens County	1,206,574	179,000	454,200	81,000	.....	1,869,774
sland Electric	266,260	58,700	57,500	9,800	.....	382,460
ork & Long Island	391,110	147,015	179,200	(4)	.....	717,325
Electric	64,970	(9)	[9] 27,500	(4)	.....	92,470
ork & North Shore	228,695	47,800	89,950	7,950	.....	366,445
ttan & Queens	375,580	.....	.....	.....	.....	375,580
Other Queens surface	*2,563,189*	*432,515*	*808,350*	*98,750*	.....	*3,804,054*
Total	$27,562,299	$7,631,065	$9,472,035	$3,604,410	$126,900	$44,792,299
RICHMOND SURFACE						
ond Light & R. R.[10]	$1,424,000	$83,200	$937,525	$143,100	.....	$2,444,725
Island Midland	507,300	25,000	116,700	14,800	.....	649,000
ield Beach	(11)	.....	50,000	11,900	.....	50,000
Total	$1,931,300	$108,200	$1,104,225	$169,800	.....	$3,143,725
total — street surface railways	$64,418,549	$7,744,059	$43,813,480	$21,259,410	$136,900	$116,112,988

OTE.— The restriction of Table XXI to surface railways is due to city ownership, in large part, of lines operated by the borough and N. Y. Consolidated, and the location of the Hudson & Manhattan in part in New Jersey. The figures for pid transit companies follow:

borough R. T. Subway division	.....	$576,200	$5,853,900	(4)	.....	$6,430,100
borough Elev. div. (Manhattan Ry.)	$60,130,420	4,909,100	12,198,400	(4)	.....	77,237,920
York Consolidated	13,674,740	8,288,300	1,601,300	$638,100	.....	23,564,340
New York Municipal	7,832,360	6,139,200	.....	.....	.....	13,971,560
on & Manhattan (proportion in N.Y.)	8,604,435	1,008,000	12,976,500	N.S.	.....	22,588,935
on & Manhattan (proportion in N.J.)	N.S.	N.S.	N.S.	N.S.	N.S.	5,534,603

[4], For these notes see preceding page.
Real estate and corporate property not separately reported. Here tabulated under land and rovements.
Figures include both railroad and light and power departments.
The railroad is entirely upon private right-of-way.

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TABLE XXI. Valuation of property of street-surface railways for purposes of taxation: (B) under date of

(Cents included in tabulation but omitted in

Company[1]	Estimated Cost to Reproduce New, Dec. 31, 1919			
	Tangible real property in streets and public places[2]	Outside of streets and public places	Tangible personal property	Total
Manhattan and Bronx Surface				
Third Avenue	$4,344,762	$10,122,877	$6,881,217	$21,348,856
Kingsbridge Railway	780,804	.....	.....	780,804
Belt Line	1,036,837	1,022,467	110,112	2,169,416
Dry Dock, E. B'way & Battery	1,222,811	1,203,373	191,028	2,617,212
42d St., Manh. & St. N. Ave	2,682,250	692,275	533,302	3,907,827
Third Avenue Bridge	68,274	.....	.....	68,274
Mid-Crosstown	89,851	.....	.....	89,851
New York City Interborough	789,802	.....	304,718	1,094,521
Pelham Park & City Island	45,962	5,284	.....	51,246
Southern Boulevard	194,166	.....	.....	194,166
Union	2,512,730	988,291	1,104,013	4,605,034
Bronx Traction	468,864	.....	.....	468,864
Westchester Electric	881,924	301,740	143,471	1,327,136
3d Ave. system in city	*15,119,039*	*14,336,908*	*9,267,864*	*38,723,811*
Second Avenue	3,542,335	1,304,590	1,100,119	5,947,044
New York Railways	8,091,957	19,487,252	19,228,312	46,807,521
Bleecker St. & Fulton Ferry	625,314	.....	.....	625,314
Broadway & Seventh Avenue	2,291,130	8,492,057	.....	10,783,187
Christopher & Tenth Streets	778,968	318,687	.....	1,097,655
Fort George & Eleventh Avenue	299,079	.....	.....	299,079
42d Street & Grand Street Ferry	916,507	702,032	.....	1,618,539
Sixth Avenue	2,295,579	724,163	.....	3,019,742
34th Street Crosstown	246,831	.....	.....	246,831
23d Street	812,472	52,735	.....	865,207
Total — N. Y. Railways system	*16,357,837*	*29,776,926*	*19,228,312*	*65,363,075*
Eighth Avenue	806,217	1,545,258	.....	2,351,475
Ninth Avenue	2,699,692	.....	.....	2,699,692
New York & Harlem	4,361,380	.....	.....	4,361,380
Total	$42,886,500	$46,963,082	$29,596,295	$119,445,877
Brooklyn and Queens Surface				
Brooklyn City	$7,632,960	$9,317,567	$3,256,712	$20,207,239
Brooklyn Heights	59,143	232,911	3,620,178	3,912,232
Bridge Operating	.....	.....	[3] 47,800	47,800
Brooklyn, Queens Co. & Sub	1,988,452	3,848,596	1,377,660	7,214,708
Coney Island & Brooklyn	1,549,650	2,183,343	1,206,670	4,939,664
De Kalb Ave. & North Beach	20,136	.....	.....	20,136
Coney Island & Gravesend	223,488	.....	156,750	380,238
Nassau Electric	4,151,717	5,943,163	5,563,373	15,658,253
South Brooklyn	2,630	2,119,676	864,219	2,986,525
Prospect Park & Coney Island	43,570	3,348,481	11,164	3,398,217
Prospect Park & So. Brooklyn	.....	175,613	.....	175,613
New York & Coney Island	.....	563,655	.....	563,655
Brooklyn Rapid Transit surface	*15,671,748*	*27,728,007*	*16,104,596*	*59,604,351*
Bush Terminal	142,153	7,310	65,584	215,048
Manhattan Bridge 3-Cent Line	80,839	57,955	92,213	231,009
Van Brunt St. & Erie Basin	31,365	39,286	30,995	101,647
Other Brooklyn surface	*254,359*	*104,552*	*188,794*	*547,705*
New York & Queens County	2,002,022	693,864	1,278,150	3,974,036
Long Island Electric	386,211	121,852	136,819	644,882
New York & Long Island	494,221	541,137	245,907	1,281,265
Ocean Electric	56,690	64,872	178,657	310,219
New York & North Shore	480,938	515,200	159,410	1,155,548
Manhattan & Queens	420,674	14,800	321,939	757,414
Other Queens surface	*3,850,756*	*1,951,725*	*2,390,882*	*8,193,363*
Total	$19,776,864	$29,784,284	$18,614,203	$68,175,352

[1] The Southfield Beach and the Marine filed no report with the State Tax Commission, while the Brooklyn and North River reported valuation as "none."

[2] Excludes paving and highway bridges.

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Estimated value of property of street-surface railways, as reported to the State Tax Commission December 31, 1919
publication; totals include additions of cents)

Indicated Depreciation Dec. 31, 1919				"Present Value" Dec. 31, 1919			
Tangible real property in streets and public places[2]	Outside of streets and public places	Tangible personal property	Total	Tangible real property in streets and public places[2]	Outside of streets and public places	Tangible personal property	Total
$1,703,895	$3,880,923	$1,223,385	$6,808,204	$2,640,866	$6,241,953	$5,657,831	$14,540,652
296,945	.....	.....	296,945	483,859	.....	.....	483,859
476,448	294,504	33,710	804,662	560,389	727,962	76,402	1,364,754
469,355	424,368	62,950	956,673	753,456	779,004	128,078	1,660,538
1,182,152	108,428	88,877	1,379,457	1,500,098	583,847	444,425	2,528,370
26,937	.....	.....	26,937	41,337	.....	.....	41,337
45,647	.....	.....	45,647	44,204	.....	.....	44,204
398,784	.....	104,225	503,009	391,018	.....	200,493	591,512
24,343	1,418	.....	25,761	21,619	3,865	.....	25,484
78,067	.....	.....	78,067	116,099	.....	.....	116,099
1,060,041	328,174	219,638	1,607,853	1,452,688	660,117	884,375	2,997,181
199,042	.....	.....	199,042	269,822	.....	.....	269,822
447,764	88,429	65,978	602,172	434,159	213,310	77,492	724,963
6,409,428	5,126,247	1,798,765	13,334,434	8,709,617	9,210,060	7,469,099	25,388,777
1,826,459	68,544	583,318	2,478,321	1,715,876	1,236,046	516,801	3,468,723
2,703,382	4,838,537	5,171,768	12,713,687	5,388,575	14,648,715	14,056,544	34,093,834
211,212	.....	.....	211,212	414,102	.....	.....	414,102
768,374	1,161,394	.....	1,929,768	1,522,756	7,330,663	.....	8,853,419
239,141	53,230	.....	292,371	539,827	265,457	.....	805,284
103,362	.....	.....	103,362	195,717	.....	.....	195,717
144,202	55,002	.....	199,204	772,305	647,030	.....	1,419,335
775,300	64,789	.....	840,089	1,520,279	659,374	.....	2,179,653
77,663	.....	.....	77,663	169,168	.....	.....	169,168
264,023	32,675	.....	296,698	548,449	20,060	.....	568,509
5,286,659	6,905,627	5,171,768	16,364,054	11,071,178	23,571,299	14,056,544	48,699,021
276,378	291,334	.....	567,712	529,839	1,253,924	.....	1,783,763
910,949	.....	.....	910,949	1,788,743	.....	.....	1,788,743
1,170,790	.....	.....	1,170,790	3,190,590	.....	.....	3,190,590
$15,880,657	$11,691,752	$7,553,851	$35,126,260	$27,005,843	$35,271,329	$22,042,444	$84,319,617
$2,520,163	$1,452,100	$1,078,460	$5,050,723	$5,112,797	$7,865,467	$2,178,252	$15,156,516
28,776	64,520	1,206,552	1,299,848	30,367	168,391	2,413,626	2,612,384
.....	.....	(4)	(4)	.....	.....	[3] 47,800	47,800
537,819	481,026	459,214	1,478,059	1,450,633	3,367,570	918,446	5,736,649
493,632	308,150	401,896	1,203,678	1,056,018	1,875,193	804,773	3,735,985
9,062	.....	.....	9,062	11,074	.....	.....	11,074
101,705	.....	52,250	153,955	121,782	.....	104,500	226,282
1,554,070	495,574	1,854,366	3,904,010	2,597,647	5,447,589	3,709,007	11,754,243
1,552	140,333	286,673	428,558	1,078	1,979,343	577,546	2,557,967
15,421	500,650	3,349	519,421	28,149	2,842,831	7,814	2,878,795
.....	18,411	.....	18,411	.....	157,201	.....	157,201
.....	22,171	.....	22,171	.....	541,484	.....	541,484
5,268,201	3,482,936	5,342,760	14,087,898	10,409,547	24,245,070	10,761,765	45,416,383
28,420	1,462	37,422	67,305	113,732	5,848	28,161	147,743
19,723	7,417	19,604	46,745	61,116	50,538	72,609	184,263
26,083	35,067	.....	61,151	5,282	4,218	30,995	40,496
74,227	43,946	57,027	175,201	180,131	60,605	131,767	372,503
698,056	243,171	100,000	1,041,227	1,303,966	450,693	1,178,150	2,932,809
133,980	36,572	10,000	180,552	252,231	85,280	126,819	464,330
51,372	101,947	64,999	218,318	442,849	439,190	180,908	1,062,947
23,713	39,239	40,185	103,137	42,977	25,633	138,472	207,082
221,751	290,445	60,105	572,301	259,187	224,755	99,305	583,247
(5)	(5)	(5)	(5)	420,674	14,800	321,939	757,414
1,128,872	711,374	275,289	2,115,535	2,721,884	1,240,351	2,045,593	6,007,829
$6,465,301	$4,238,257	$5,675,077	$16,378,635	$13,311,563	$25,546,027	$12,939,125	$51,796,716

[3] Cost to produce new and present value not being reported by the company the assessed valuation is here given.
[4] See note 3.
[5] Company reports "no depreciation established."

TABLE XXI. Valuation of property of street-surface railways for purposes of taxation: (B) under date of

(Cents included in tabulation but omitted in

Company [1]	Estimated Cost to Reproduce New, Dec. 31, 1919			
	Tangible real property in streets and public places [2]	Outside of streets and public places	Tangible personal property	Total
Richmond Surface				
Richmond Light & R. R. [3]	$1,087,454	$260,933	$851,229	$2,199,616
Staten Island Midland	922,444	[7] 209,893	387,756	1,520,093
Total	$2,009,898	$470,826	$1,238,985	$3,719,709
Grand total — street-surface railways	$64,673,262	$77,218,192	$49,449,483	$191,340,939

Note.— The figures for the rapid transit companies follow:

Interborough Rapid Transit [3]:				
Elevated division (Manhattan Ry.)	$31,134,658	$18,982,592	N.R.	——
New York Consolidated	12,158,103	13,555,413	$8,802,760	$34,516,276
New York Municipal	6,816,869	8,963,703	18,186	15,798,758
Hudson & Manhattan (property in New York)	7,937,957	15,823,000	.....	23,760,957

[1], [2], [3] For these notes see preceding double-page.
[7] Railroad department only.

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Estimated value of property of street-surface railways, as reported to the State Tax Commission December 31, 1919 — Concluded
publication; totals include additions of cents)

Indicated Depreciation Dec. 31, 1919				"Present Value" Dec. 31, 1919			
Tangible real property in streets and public places [2]	Outside of streets and public places	Tangible personal property	Total	Tangible real property in streets and public places [2]	Outside of streets and public places	Tangible personal property	Total
$492,104	$55,283	$198,846	$746,233	$595,350	$205,650	$652,383	$1,453,383
438,161	[7] 92,210	116,863	647,234	484,283	[8] 117,683	270,893	872,859
$930,265	$147,493	$315,709	$1,393,467	$1,079,633	$323,333	$923,276	$2,326,242
$23,276,223	$16,077,502	13,544,637	$52,898,363	$41,397,039	$61,140,690	$35,904,846	$138,442,575
$3,046,429	$5,751,488	N. R.	—	$28,068,229	$13,231,104	N. R.	—
2,423,862	1,248,754	$2,930,194	$6,602,810	9,734,241	12,306,659	$5,872,566	$27,913,466
295,281	188,950	2,727	486,959	6,521,588	8,774,753	15,458	15,311,799
253,728	1,077,780	.....	1,331,508	7,684,229	14,745,220	.....	22,429,449

[7] Other than land.
[8] The Interborough is not required to report to State Tax Commission as lessee of city-owned road.

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TABLE XXII. OPERATING RATIOS, 1920:

Operating Street Railways	Revenue car miles (Table V)	Revenue per Car Mile (cents)	
		From transportation	Other operating revenue
Rapid Transit			
Interborough Rapid Transit	*167,521,553*	*28.52*	*2.21*
Subway div	93,387,094	31.39	2.48
Elevated div	74,134,459	24.91	1.87
New York Consolidated, Receiver	55,607,622	33.89	1.21
Hudson & Manhattan	9,212,144	63.18	4.64
Total	232,341,319	31.18	2.07
Manhattan and Bronx Surface			
Third Avenue	4,129,236	60.61	40.03
Belt Line	796,720	70.64	3.91
Dry Dock, E. B'way & B	1,290,870	44.01	5.45
42d St., Manh. & St. N. Ave	2,470,804	73.86	1.91
Mid-Crosstown (*to Aug. 9, '19*)	16,115	29.47	0.70
New York City Interborough	1,924,671	41.88	0.21
Pelham Park & City Island (*to Aug. 9, '19*)	8,926	28.63	0.42
Southern Boulevard	746,039	38.68	0.24
Union	6,824,277	43.76	2.21
Westchester Electric	1,932,129	32.97	4.55
3d Ave. system in city	*20,139,787*	*50.57*	*10.16*
Brooklyn & North River (*to Oct. 5, '19*)	199,235	28.93	0.19
Second Avenue, Receiver	1,820,127	46.31	1.53
New York Railways, Receiver	17,770,296	51.31	3.68
Eighth Avenue (*from Aug. 1, '19*)	2,499,096	37.98	0.59
Ninth Avenue (*from Oct. 1, '19*)	958,973	30.56	0.66
N. Y. & Harlem (*from Feb. 1, '20*)	1,268,873	45.21	0.66
Total	44,656,387	49.31	6.17
Brooklyn and Queens Surface			
Brooklyn City (*from Oct. 19, '19*)	17,453,302	40.70	0.77
Brooklyn Heights, Receiver	8,118,548	36.53	1.07
Bridge Operating	727,050	31.82	0.14
Brooklyn, Queens Co. & Sub., Receiver	4,974,036	35.11	0.61
Coney Island & Brooklyn, Receiver	5,908,549	39.53	0.70
Coney Island & Gravesend	237,902	47.87	0.36
Nassau Electric, Receiver	16,555,343	36.79	0.68
South Brooklyn	1,126,522	67.82	12.35
Brooklyn Rapid Transit surface	*55,101,352*	*38.75*	*0.89*
Bush Terminal	29,121	732.86	.....
Manhattan Bridge 3-Cent line	509,438	47.03	0.34
Marine	39,979	32.11	.....
Van Brunt St. & Erie Basin	233,169	35.52	0.19
Other Brooklyn surface	*811,907*	*67.59*	*0.87*
New York & Queens County	4,232,986	26.75	0.82
Long Island Electric	880,882	31.64	2.96
New York & Long Island	1,644,438	32.02	0.57
Ocean Electric	504,875	43.35	0.82
New York & North Shore (*to May 3, '20*)	376,609	30.34	0.13
Manhattan & Queens, Receivers	861,416	31.04	0.25
Other Queens surface	*8,601,206*	*29.85*	*0.91*
Total	64,414,965	37.94	0.97
Richmond Surface			
Richmond Light & R. R., Receiver	1,496,915	37.26	0.68
Staten Island Midland, Receiver	948,465	22.78	0.30
Southfield Beach	21,463	58.19	1.40
Total	2,466,843	31.88	0.54
Total, street surface lines	111,538,195	42.36	3.04
Grand total	343,879,514	34.80	2.38

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(A) Per car mile

OPERATING EXPENSES (CENTS) PER CAR MILE

MAINTENANCE OF —		Traffic expenses	OPERATION OF —		Injuries and damages	General and miscellaneous expenses	Total
Way and structure	Equipment		Power plant	Cars			
2.03	2.84	0.00	3.48	9.23	0.49	0.85	18.92
2.30	3.45	0.00	4.02	8.31	0.54	0.83	19.45
1.69	2.06	0.00	2.79	10.40	0.44	0.88	18.26
2.88	3.79	0.01	7.15	11.23	0.73	1.32	27.11
6.31	7.21	.....	7.31	16.78	0.50	2.45	40.56
2.40	3.24	0.00	4.51	10.01	0.55	1.03	21.74
10.51	7.41	.....	20.24	19.95	3.41	4.33	65.85
10.54	6.67	.....	6.44	25.46	4.56	2.96	56.63
6.52	6.81	.....	7.26	23.37	3.53	1.73	49.22
8.03	6.90	.....	6.53	22.01	4.11	2.59	50.17
19.35	3.90	.....	4.76	21.40	0.86	1.18	51.45
5.58	4.40	.....	4.50	15.59	4.25	1.20	35.52
3.67	3.88	.....	7.84	18.75	1.24	0.89	36.27
16.14	4.12	.....	4.81	15.30	5.46	1.40	47.23
5.82	4.27	.....	5.38	16.19	3.49	1.46	36.61
4.41	4.41	.....	5.34	13.73	2.93	1.38	32.20
7.58	5.58	.....	8.68	18.18	3.68	2.83	45.75
0.74	4.30	.....	3.75	19.22	9.38	0.77	38.16
8.21	5.41	.....	6.93	20.81	2.52	2.82	46.70
11.37	8.13	.....	5.99	22.09	4.10	3.48	55.16
8.30	3.19	.....	7.17	19.83	0.48	2.84	41.81
5.63	0.31	.....	7.19	18.54	0.20	1.91	33.78
8.46	6.95	0.01	9.05	21.61	3.67	1.84	51.59
9.08	6.35	0.00	7.38	20.05	3.57	2.76	49.19
3.84	6.70	0.00	4.74	18.37	1.44	1.55	36.64
4.17	5.46	.....	3.85	16.81	0.77	1.59	32.65
0.95	0.65	.....	6.00	19.79	0.18	0.84	28.41
4.18	6.42	.....	3.91	17.23	0.94	1.54	34.22
3.85	6.44	0.00	4.53	17.06	1.15	1.60	34.63
5.57	8.22	.....	4.89	17.92	4.52	2.01	43.13
3.95	6.41	.....	5.16	17.31	1.02	1.26	35.11
6.03	10.59	0.00	2.84	35.77	2.13	2.29	59.65
3.97	6.38	0.00	4.62	17.95	1.15	1.48	35.55
17.93	45.04	.....	20.78	369.88	.....	115.97	569.60
2.79	3.62	0.00	4.65	19.42	1.03	5.24	36.75
.....	3.22	.....	9.54	15.44	0.91	2.36	31.47
1.79	1.29	.....	4.50	15.53	0.81	4.64	28.56
2.91	4.41	0.00	5.48	30.67	0.93	8.90	53.25
4.50	3.00	.....	3.72	15.61	1.95	1.65	30.43
4.50	4.50	.....	4.84	15.06	1.53	1.31	31.74
3.00	3.50	.....	9.23	13.39	2.33	1.17	32.62
6.83	6.50	.....	6.30	14.25	3.45	0.47	37.80
3.05	5.33	.....	10.43	8.99	1.52	3.77	33.09
1.15	4.23	0.01	5.91	12.88	1.50	2.81	28.49
3.95	3.69	0.00	5.58	14.47	2.00	1.66	31.35
3.95	6.00	0.00	4.76	17.65	1.26	1.60	35.22
7.27	4.78	0.06	6.33	17.01	2.73	2.48	40.66
4.27	3.75	.....	5.35	12.29	2.59	1.30	29.55
9.50	1.58	.....	4.56	16.35	4.48	8.89	45.36
6.14	4.36	0.04	5.93	15.19	2.69	2.08	36.43
6.05	6.10	0.00	5.83	18.56	2.22	2.08	40.84
3.59	4.17	0.00	4.94	12.78	1.09	1.36	27.93

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TABLE XXII. Operating ratios, 1920:

Operating Street Railways	Total operating revenue	Operating: Maintenance of: Way and structures	Operating: Maintenance of: Equipment	Operating: Traffic expense
Rapid Transit				
Interborough Rapid Transit	*$51,478,410 81*	*6.61*	*9.24*	*0.09*
Subway division	31,622,973 04	6.80	10.20	0.00
Elevated division	19,855,437 77	6.30	7.70	0.00
New York Consolidated, Receiver	19,519,077 55	8.20	10.81	0.03
Hudson & Manhattan	6,247,194 70	9.31	10.62	.....
Total	$77,244,683 06	7.23	9.74	0.01
Manhattan and Bronx Surface				
Third Avenue	$4,155,779 32	10.45	7.37	.....
Belt Line	593,950 78	14.14	8.95	.....
Dry Dock, E. B'way & B	638,452 68	13.18	13.79	.....
42d St., Manh. & St. N. Ave	1,871,879 28	10.60	9.10	.....
Mid-Crosstown (*to Aug. 9, '19*)	4,861 95	64.13	12.91	.....
New York City Interborough	810,150 67	13.26	10.45	.....
Pelham Park & City Island (*to Aug. 9, '19*)	2,593 15	12.64	13.35	.....
Southern Boulevard	290,340 51	41.46	10.59	.....
Union	3,137,375 73	12.65	9.30	.....
Westchester Electric	724,899 01	11.75	11.75	.....
3d Ave. system in city	*12,230,283 08*	*12.38*	*9.08*	.....
Brooklyn & North River (*to Oct. 5, '19*)	58,019 35	2.53	14.76	.....
Second Avenue, Receiver	870,680 80	17.16	11.30	.....
New York Railways, Receiver	9,772,806 56	20.68	14.78	.....
Eighth Avenue (*from Aug. 1, '19*)	961,575 80	21.58	8.28	.....
Ninth Avenue (*from Oct. 1, '19*)	299,376 13	18.04	1.01	.....
N. Y. & Harlem (*from Feb. 1, '20*)	581,965 75	18.45	15.16	0.01
Total	$24,774,707 47	16.36	11.44	0.00
Brooklyn and Queens Surface				
Brooklyn City (*from Oct. 19, '19*)	$7,236,287 99	9.25	16.16	0.00
Brooklyn Heights, Receiver	3,052,494 05	11.10	14.51	.....
Bridge Operating	232,570 96	2.97	2.03	.....
Bklyn., Queens Co. & Sub., Receiver	1,776,936 99	11.70	17.98	.....
Coney Island & Brooklyn, Receiver	2,376,769 42	9.58	16.01	0.01
Coney Island & Gravesend	114,733 65	11.54	17.04	.....
Nassau Electric, Receiver	6,202,449 64	10.55	17.11	.....
South Brooklyn	903,032 00	7.52	13.21	0.00
Brooklyn Rapid Transit surface	*21,896,274 70*	*9.98*	*16.06*	*0.00*
Bush Terminal	213,414 89	2.45	6.15	.....
Manhattan Bridge 3-cent line	241,449 27	5.89	7.64	0.00
Marine	12,837 85	.....	10.02	.....
Van Brunt St. & Erie Basin	83,267 13	5.02	3.60	.....
Other Brooklyn surface	*550,969 14*	*4.29*	*6.51*	*0.00*
New York & Queens County	1,166,989 97	16.32	10.88	.....
Long Island Electric	304,817 32	13.01	13.01	.....
New York & Long Island	535,858 06	9.21	10.74	.....
Ocean Electric	222,980 96	15.47	14.72	.....
New York & North Shore (*to May 3, '20*)	114,738 95	10.02	17.49	.....
Manhattan & Queens, Receivers	269,575 20	3.68	13.51	0.03
Other Queens surface	*2,614,960 46*	*12.83*	*11.99*	*0.00*
Total	$25,061,204 30	10.16	15.43	0.00
Richmond Surface				
Richmond Light & R. R., Receiver	$567,907 68	19.16	12.59	0.16
Staten Island Midland, Receiver	218,868 70	18.50	16.27	.....
Southfield Beach	12,789 85	15.95	2.64	.....
Total	$799,566 23	18.93	13.44	0.11
Total, street surface lines	$50,635,478 00	13.33	13.44	0.00
Grand total	$127,880,161 06	9.64	11.21	0.01

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(B) Proportionate disposition of revenue

PER CENT OF TOTAL OPERATING REVENUES DEVOTED TO — EXPENSES										Ratio (per cent) of other income to operating revenues
Operation of										
Power-plant	Cars	Injuries and damages	General and misc. expenses	Total	Taxes	Interest deductions	Rent deductions	Other deductions	Surplus for the year	
11.31	30.04	1.61	2.76	61.57	5.09	18.25	17.22	3.67	D 4.34	1.46
11.87	24.53	1.59	2.44	57.43	—	—	—	—	—	—
10.42	38.82	1.65	3.27	68.16	—	—	—	—	—	—
20.36	32.00	2.09	3.76	77.25	4.98	10.04	15.14	0.03	D 5.52	1.92
10.78	24.75	0.74	3.61	59.81	6.62	36.79	1.07	1.31	10.96	16.56
13.56	30.11	1.66	3.08	65.39	5.19	17.67	15.39	2.56	D 3.40	2.80
20.11	19.82	3.38	4.30	65.43	7.23	54.54	0.19	18.63	D 18.06	27.96
8.64	34.15	6.11	3.97	75.96	7.16	15.35	5.15	0.49	D 3.50	0.61
14.67	47.26	7.13	3.49	99.52	7.73	16.50	8.30	.....	D 31.76	0.29
8.62	29.05	5.43	3.42	66.22	5.30	21.94	6.36	0.74	D 0.41	0.15
15.78	70.95	2.84	3.93	170.54	6.20	.....	15.73	.....	D 91.41	1.06
10.69	37.03	10.09	2.86	84.38	7.10	11.32	9.96	4.87	D 16.82	0.81
27.00	64.53	4.28	3.05	124.85	6.58	11.39	11.57	.....	D 54.17	0.22
12.36	39.32	14.04	3.60	121.37	5.99	9.59	10.80	0.12	D 47.59	0.28
11.70	35.23	7.59	3.17	79.64	5.19	10.83	8.70	0.17	D 2.75	1.78
14.24	36.60	7.79	3.68	85.81	4.63	18.42	10.27	.....	D 17.84	1.29
14.20	29.94	6.06	3.67	75.33	6.24	28.35	5.48	6.84	D 12.08	10.11
12.90	66.00	32.20	2.66	131.05	6.39	27.02	19.23	0.86	D 82.34	2.26
14.49	43.50	5.27	5.90	97.62	9.59	21.64	0.20	.....	D 28.91	0.14
10.88	40.17	7.46	6.33	100.30	8.86	13.68	13.61	3.15	D 37.33	2.27
18.64	51.52	1.25	7.39	108.66	8.85	5.51	.....	.....	D 20.15	2.87
23.02	59.38	0.64	6.11	108.20	13.44	0.15	0.05	.....	D 21.59	0.25
19.72	47.11	8.00	4.02	112.47	4.30	73.22	14.61	.....	139.79	244.39
13.31	36.13	6.44	4.98	88.66	7.54	22.15	8.47	4.62	D 19.66	11.78
11.44	44.31	3.47	3.74	88.37	6.55	3.26	2.06	.....	0.41	0.68
10.24	44.71	2.06	4.22	86.84	7.65	26.73	15.63	0.08	D 32.95	3.98
18.77	61.92	0.56	2.63	88.88	4.94	.....	5.15	1.03	.....	.....
10.94	48.25	2.63	4.30	95.80	4.84	27.84	0.52	0.03	D 23.37	5.66
11.25	42.41	2.86	3.97	86.09	4.24	12.16	0.23	0.15	D 1.95	0.92
10.14	37.16	9.38	4.17	89.43	3.73	128.02	2.93	.....	D 108.05	26.06
13.77	46.20	2.73	3.36	93.72	3.45	16.39	1.77	0.11	D 12.07	3.37
3.55	44.63	2.66	2.85	74.42	11.53	18.61	7.94	.....	D 7.23	5.27
11.68	45.18	2.90	3.78	89.46	5.61	14.52	3.83	0.07	D 10.84	2.65
2.83	50.47	.....	15.82	77.72	8.84	18.14	33.35	0.32	D 38.20	0.17
9.82	40.98	2.18	11.06	77.57	13.22	0.03	.....	0.66	9.86	1.34
29.72	48.08	2.84	7.34	98.00	0.37	.....	8.57	.....	D 6.94	.....
12.60	43.48	2.28	12.99	79.97	5.57	1.86	0.48	.....	14.10	1.96
8.00	45.20	1.36	13.11	78.47	10.07	7.32	13.19	0.41	D 8.51	0.95
13.51	56.62	7.07	5.98	110.38	5.04	25.00	0.66	0.04	D 40.59	0.53
14.00	43.51	4.42	3.79	91.74	4.58	12.39	4.10	.....	D 12.74	0.07
28.33	41.10	7.14	3.58	100.10	6.01	8.40	4.67	.....	D 18.97	0.21
14.27	32.27	7.80	1.07	85.60	3.17	5.60	19.21	.....	D 13.44	0.14
34.23	29.51	5.00	12.36	108.61	13.18	33.94	0.26	4.82	D 60.82	D 0.01
18.88	41.15	4.79	8.99	91.03	4.33	34.90	8.79	.....	D 38.41	0.64
18.13	47.05	6.51	5.41	101.92	5.31	19.88	4.28	0.23	D 31.26	0.36
12.22	45.37	3.24	4.10	90.52	5.68	14.92	4.08	0.09	D 12.92	2.37
16.68	44.85	7.20	6.54	107.18	5.59	26.89	3.87	0.22	28.31	72.06
23.16	53.25	11.24	5.64	128.06	8.77	29.98	2.08	.....	D 68.62	0.27
7.66	27.44	7.51	14.92	76.12	27.26	.....	3.20	.....	D 0.09	6.49
18.31	46.87	8.31	6.43	112.40	6.81	27.31	3.37	0.15	1.32	51.36
12.85	40.88	4.89	4.57	89.96	6.60	18.65	6.22	2.31	D 15.99	7.75
13.28	34.37	2.94	3.67	75.12	5.75	18.06	11.76	2.46	D 8.39	4.76

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TABLE XXII. Operating ratios

Operating Street Railways	Revenue car hours (Table V)	Per Car Hour: Revenue from transportation	Per Car Hour: Operation of cars	Per Car Hour: Total operating expense
Rapid Transit				
Interborough Rapid Transit	*10,035,015*	*$4 76*	*$1 54*	*$3 16*
Subway division	5,169,552	5 67	1 50	3 51
Elevated division	4,865,463	3 80	1 58	2 78
New York Consolidated, Receiver	4,051,302	4 65	1 54	3 72
Hudson & Manhattan	493,977	11 78	3 13	7 56
Total	14,580,294	$4 97	$1 60	$3 46
Manhattan and Bronx Surface				
Third Avenue	555,084	$4 51	$1 48	$4 90
Belt Line	135,949	4 14	1 49	3 32
Dry Dock, E. B'way & B	205,442	2 77	1 47	3 09
42d St., Manh. & St. N. Ave.	358,319	5 09	1 52	3 46
Mid-Crosstown (*to Aug. 9, '19*)	3,317	1 43	1 04	2 50
New York Interborough	204,501	3 94	1 47	3 34
Pelham Park & City Island (*to Aug. 9, '19*)	1,502	1 70	1 11	2 16
Southern Boulevard	77,038	3 75	1 48	4 57
Union	757,362	3 94	1 46	3 30
Westchester Electric	227,791	2 80	1 16	2 73
3d Ave. system in city	*2,526,305*	*4 03*	*1 45*	*3 65*
Brooklyn & North River (*to Oct. 5, '19*)	28,232	2 04	1 36	2 69
Second Avenue, Receiver	256,270	3 29	1 48	3 32
New York Railways, Receiver	2,630,754	3 47	1 49	3 73
Eighth Avenue (*from Aug. 1, '19*)	337,704	2 81	1 47	3 09
Ninth Avenue (*from Oct. 1, '19*)	132,011	2 22	1 35	2 45
N. Y. & Harlem (*from Feb. 1, '20*)	178,977	3 21	1 53	3 66
Total	6,090,253	$3 62	$1 47	$3 61
Brooklyn and Queens Surface				
Brooklyn City	2,238,580	$3 17	$1 43	$2 86
Brooklyn Heights, Receiver	1,018,004	2 91	1 34	2 60
Bridge Operating	83,167	2 78	1 73	2 49
Bklyn., Queens Co. & Sub., Receiver	596,917	2 93	1 44	2 85
Coney Island & Brooklyn, Receiver	686,537	3 40	1 47	2 98
Coney Island & Gravesend	29,725	3 83	1 43	3 45
Nassau Electric, Receiver	2,045,011	2 98	1 40	2 84
South Brooklyn	184,405	4 14	2 19	3 64
Brooklyn Rapid Transit surface	*6,882,345*	*3 10*	*1 44*	*2 85*
Bush Terminal	10,880	19 62	9 90	15 25
Manhattan Bridge 3-Cent line	60,321	3 97	1 64	3 11
Marine	7,024	1 83	88	1 79
Van Brunt St. & Erie Basin	29,018	2 85	1 25	2 29
Other Brooklyn surface	*107,243*	*5 12*	*2 32*	*4 03*
New York & Queens County	447,115	2 53	1 48	2 88
Long Island Electric	87,939	3 17	1 51	3 18
New York and Long Island	138,706	3 80	1 59	3 87
Ocean Electric	59,198	3 20	1 22	3 22
New York & North Shore (*to May 3, '20*)	35,478	3 22	95	3 51
Manhattan & Queens, Receivers	81,466	3 28	1 36	3 01
Other Queens surface	*849,902*	*2 99*	*1 45*	*3 14*
Total	7,839,491	$3 12	$1 45	$2 89
Richmond Surface				
Richmond Light & R. R., Receiver	185,358	$3 01	$1 37	$3 28
Staten Island Midland, Receiver	102,500	2 11	1 14	2 73
Southfield Beach	2,732	4 57	1 28	3 56
Total	290,590	$2 71	$1 29	$3 09
Total, street surface lines	14,220,334	$3 32	$1 46	$3 20
Grand total	28,800,628	$4 16	$1 53	$3 34

[1] These ratios are $37.57 for revenue and $29.20 for expenses.

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1920: (C) Miscellaneous

Average miles of running track (Table V)	Per Mile of Track		
	Revenue from transportation	Main of W. & S.	Total operating expense
306.29	$155,994	$11,105	$103,481
186.48	157,175	11,531	97,392
119.81	154,156	10,441	112,960
228.21	82,573	7,010	66,068
16.85	345,432	34,524	221,788
551.35	$131,393	$10,126	$91,611
32.71	$76,524	$13,275	$83,141
12.96	43,410	6,479	34,803
10.13	56,079	8,307	62,720
16.98	107,455	11,683	72,994
0.59	8,091	5,311	14,125
28.30	28,486	3,796	24,156
0.34	7,473	959	9,466
9.73	29,651	12,369	36,208
116.58	25,616	3,405	21,433
34.75	18,330	2,451	17,902
263.07	38,711	5,755	35,023
0.85	68,057	1,735	89,767
23.23	36,291	6,432	36,592
102.39	89,059	19,736	95,741
17.42	54,481	11,910	59,975
12.52	23,414	4,313	25,876
7.91	72,565	13,586	82,803
427.39	$51,519	$9,487	$51,394
145.63	$48,772	$4,595	$43,912
69.10	42,917	4,902	38,363
13.00	74,942	2,236	66,893
62.95	27,744	3,301	27,041
47.29	49,386	4,816	43,270
7.70	14,796	1,720	13,330
139.55	43,645	4,690	41,657
20.04	38,119	3,388	33,532
492.26	43,371	4,441	39,793
2.84	75,173	1,839	58,426
4.36	55,003	3,265	42,979
2.15	5,977	.....	5,857
2.32	35,697	1,802	28,703
11.67	47,024	2,025	37,048
73.30	15,445	2,599	17,574
24.62	11,321	1,610	11,358
41.38	12,723	1,192	12,963
8.67	25,237	3,977	22,010
31.40	3,639	366	3,969
19.59	13,653	506	12,529
198.96	12,755	1,686	13,395
702.89	$34,766	$3,621	$32,275
30.03	$18,574	$3,624	$20,268
17.69	12,214	2,289	15,844
1.23	10,154	1,658	7,915
48.95	$16,064	$3,092	$18,359
1,179.23	$40,061	$5,725	$38,627
1,730.58	$69,159	$7,127	$55,507

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TABLE II. OMNIBUS AND BAGGAGE TRANSFER COMPANIES: FINANCIAL DATA, YEAR ENDED JUNE 30, 1920

Item [1]	Omnibus Companies			Baggage Transfer Companies			Grand total
	Fifth Avenue Coach	City Island Motor Bus	Total	Westcott Express	New York Transfer	Total	
Income and Surplus							
Operating revenues:							
Passenger	$4,255,270 90	$105,183 60	$4,360,454 50	[2] $4,443 17	.....	$4,443 17	$4,364,897 67
Freight	.....	.....	.....	.....	$11,137 95	11,137 95	11,137 95
Other transportation	[3] 28,709 50	.....	28,709 50	[4] 632,022 24	[5] 582,189 41	1,214,211 65	1,242,921 15
Other operating	[6] 69,969 74	.....	69,969 74	1,483 45	2,897 00	4,380 45	74,350 19
Total	$4,353,950 14	$105,183 60	$4,459,133 74	$637,948 86	$596,224 36	$1,234,173 22	$5,693,306 96
Operating expenses:							
Maintenance of structures	$31,347 61	.....	$31,347 61	.....	$3,173 28	$3,173 28	$34,520 89
Thereof depreciation	*16,685 59*	.....	*16,685 59*	.....	.....	.....	*16,685 59*
Maintenance of equipment	776,346 04	$5,056 10	781,402 14	$133,811 46	98,434 03	232,245 49	1,013,647 63
Thereof depreciation	*282,386 73*	*1,609 76*	*283,996 49*	*30,575 33*	*35,617 45*	*66,192 78*	*350,189 27*
Operation of vehicles	2,043,894 32	86,452 13	2,130,346 45	390,655 19	230,381 12	621,036 31	2,751,382 76
Injuries to persons and property	[7] 118,656 30	2,831 95	121,488 25	9,294 20	22,361 18	31,655 38	153,143 63
Traffic	13,908 14	.....	13,908 14	.....	149,586 17	149,586 17	163,494 31
General and miscellaneous	142,340 25	11,325 45	153,665 70	105,478 42	55,800 46	161,278 88	314,944 58
Total	$3,126,492 66	$105,665 63	$3,232,158 29	$639,239 27	$559,736 24	$1,198,975 51	$4,431,133 80
Taxes	409,725 70	7,888 68	417,614 38	4,804 97	9,664 85	14,469 82	432,084 20
Total revenue deducted	$3,536,218 36	$113,554 31	$3,649,772 67	$644,044 24	$569,401 09	$1,213,445 33	$4,863,218 00
Operating income	$817,731 78	D $8,370 71	$809,361 07	D $6,095 38	$26,823 27	$20,727 89	$830,088 96
Other income	49,624 99	[8] 655 50	50,280 49	D 3,058 34	9,527 44	6,469 10	56,749 59
Gross income	$867,356 77	D $7,715 21	$859,641 56	D $9,153 72	$36,350 71	$27,196 99	$886,838 55
Deductions from gross income:							
Rent	$73,658 44	.....	$73,658 44	.....	.....	.....	$73,658 44
Interest	8,916 54	.....	8,916 54	.....	.....	.....	8,916 54
Net corporate income	$784,781 79	D $7,715 21	$777,066 58	D $9,153 72	$36,350 71	$27,196 99	$804,263 57
Dividends	.....	.....	.....	.....	36,000 00	36,000 00	36,000 00
Surplus or (D) deficit, June 30, 1919	2,082,514 84	D 19,893 55	2,062,621 29	D 620,812 03	24,480 21	D 596,331 82	1,466,289 47
Net adjustments — deductions	147,716 69	.....	147,716 69	1,232 56	8,067 50	9,300 06	157,016 75
Surplus or (D) deficit, June 30, 1920	$2,719,579 94	D $27,608 76	$2,691,971 18	D $631,198 31	$16,763 42	D $614,434 89	$2,077,536 29

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CITY ISLAND MOTOR BUS COMPANY, INC.

Organized April 27, 1916, under the laws of 1854.

Stockholders and members.— Total number, 9; all residing in the state of New York.

Important Changes during the Year.— New interests took over the corporate stock, and an entirely new board of directors was elected October 1, 1919.

Balance Sheet as of June 30, 1920.— Assets: Revaluation of equipment, net investments, $649.52; cash, $833.33; miscellaneous accounts receivable, $342.69; other current assets, deposit City of New York, $500; deferred assets, franchise $1,000 and organization expense $898.02; total $4,024.06. Liabilities: Capital stock, common outstanding, $5,800; loans and notes payable, $3,029.23; accounts payable, $6,785.26; due City of New York for taxes on transportation, $16,018.33; deficit, $27,608.76; total, $4,024.06.

Property Account.— Equipment: Balance at beginning of year, [1] $3,916.41; withdrawn, $3,266.89; balance at close of year, [2] $649.52.

Description of Vehicles in Service at Close of Year.— Gasoline motor omnibuses, passenger service: 2 16-passenger Reos, weight each 3,750 lbs.; 1 12-passenger Chalmers, weight 2,500 lbs. Service cars: 1 Ford runabout, 1913 model.

Description of Vehicles Withdrawn within the Year.— Gasoline motor omnibuses, passenger service: 1 16-passenger Reo, weight 3,750 lbs., original cost $740.55, charged to reserve.

Capital Stock.— Common, par value, per share, $100; authorized by articles of incorporation, $10,000; amount actually issued and outstanding to close of year, $5,800, for cash, $2,000 and property, $3,800.

INCOME STATEMENT

	Net amount for year
Operating revenue, transportation	$105,183 60
Operating expenses:	
Maintenance of equipment	$3,446 34
Depreciation of equipment	1,609 76
Total maintenance of equipment	$5,056 10
Transportation expenses:	
Lease of buses	$77,420 18
Checkers' salaries	4,276 08
Drivers' salaries	2,672 12
Fuel gasoline	986 00
Lubricants	94 72
Taxes and licenses	57 00
Mechanics' wages	723 84
Service car expense	222 19
	$86,452 13
General expenses:	
Injuries to persons and property	$2,831 95
Miscellaneous general expense	11,325 45
Total, general	$14,157 40
Total operating expenses	$105,665 63

[1] This amount includes $143.45 shop equipment, office furniture $52.67, and vehicles $3,720.29.

[2] Includes 3 buses revalued, $453.40.

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City Island Motor Bus Company, Inc.

INCOME STATEMENT — *Concluded*

	Net amount for year
Tax accruals:	
City of New York, annual charge of 7½ per cent of gross earnings under franchise contract	$7,883 63
Total revenue deductions	$113,554 31
Operating income ....Loss	$8,370 71
Non-operating income — miscellaneous items	655 50
Net corporate income....Loss	$7,715 21
Deficit June 30, 1919	19,893 55
Deficit June 30, 1920	$27,608 76

Employees and Wages.— Number of officers and employees on last pay-roll of June: Officers, 2; clerks, 1; drivers,[3] 1; checkers, 3; superintendents, 1. Aggregate compensation for year: Officers, $3,550; clerks, $885; drivers, $2,672.12; checkers, $4,276.08; superintendents, $2,651; mechanics,[4] $723.84; total number on pay-roll, 8; total compensation for year, $14,758.04.

Traffic Statistics.— Route 7.5 miles from West Farms station to Belden Point, City Island, via Boston Road, White Plains ave., Pelham Parkway and City Island ave. Number of bus trips, 42,011. Passengers carried distributed by fares as follows: Number of passengers at 15 cents, 29,720, revenue $4,458; at 20 cents, 503,628, revenue $100,725.60. Total number of passengers, 533,348, total amount of revenue, $105,183.60.

Accidents: 1 automobile accident, in which 4 persons were injured. No other accidents occurred during the year.

Officers.— President, William Clark; Vice-President, Fritz H. Bose; Treasurer, Oliver Dyson; Secretary, Eric Jungberg.

Directors.— William Clark, Fritz H. Bose, Oliver Dyson, Eric Jungberg, George Heath, Henry Kaplan, Mathes Eihenlaub, Jack H. Holmquist, Joseph Coppola.

Main Business Office.— 1044 East Tremont Ave. corner Boston Road, New York City.

Report verified by William Clark, President, October 13, 1920.

FIFTH AVENUE COACH COMPANY

Incorporated July 25, 1896. Control of respondent was acquired on November 30, 1899, by the New York Transportation Company, which owns all of the outstanding stock.

Important Changes during the Year.— Government and railroad bonds were acquired at a cost of $856,935.88, par value, $1,029,000; and railroad bonds were sold for $235,507.50; par value, $412,000; cost, $345,561.25; loss, $110,053.75; for details see schedule *Miscellaneous Investments.*

The agreement dated December 23, 1915, whereby the Company granted and leased to the New York Transportation Company exclusive advertising privileges in the buses, was renewed on the same terms and conditions as per agreement dated June 30, 1919, for a further period of three years, i. e. to June 30, 1922.

No new powers or franchises were acquired.

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[3] Decrease in the number of drivers due to fact that company leased buses and the owners supplied the drivers to operate them.

[4] The wages of 2 mechanics on the payroll for the quarter ending Sept. 1919, none being employed for the remainder of the year.

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Fifth Avenue Coach Company

BALANCE SHEET

ASSETS SIDE

June 30, 1919		June 30, 1920	Increase or (D) decrease
$515,424 29	Cash	$339,436 51	D $175,987 78
47,264 06	Accounts receivable	38,665 71	D 8,598 35
9,557 54	Interest and dividends receivable	8,133 76	D 1,423 78
432,558 54	Material and supplies	317,662 22	D 114,896 32
369,236 25	Securities of non-associated companies	880,610 88	511,374 63
152,058 25	Real estate and other miscellaneous investments	152,058 25	.....
74,097 88	"Fixed Capital, Dec. 31, 1908"	74,097 88	.....
2,461,894 67	Fixed capital installed since 1908	2,489,855 38	27,960 71
2,535,992 55	Total fixed capital — gross	2,563,953 26	27,960 71
483,600 35	*Less* accrued amortization	*716,845 24*	*233,244 89*
2,052,392 20	Total fixed capital — net	*1,847,108 02*	*D 205,284 18*
41,833 54	Construction in process	84,621 39	42,787 85
25,587 37	Prepayments	38,461 09	12,873 72
24,190 39	Guaranteed cost of tires in service	29,676 56	5,486 17
$3,670,102 43	Total	$3,736,434 39	$66,331 96

LIABILITIES SIDE

$521,443 51	Taxes accrued	$417,361 89	D $104,081 62
.....	Judgments unpaid	1,098 97	1,098 97
17,548 30	Working advances due associated companies	.....	D 17,548 30
372,708 99	Miscellaneous bills payable	.....	D 372,708 99
178,321 82	Miscellaneous accounts payable	117,035 48	D 61,286 34
3,719 96	Interest accrued on funded debt	3,719 96	.....
2,183 24	Interest accrued on unfunded debt	.....	D 2,183 24
43,322 11	Due for wages and salaries	66,787 60	23,465 49
175,000 00	Miscellaneous funded debt	175,000 00	.....
196,200 90	Reserve for injury and damage claims	155,966 42	D 40,234 48
27,138 76	Other reserves	29,884 13	2,745 37
50,000 00	Common stock	50,000 00	.....
2,082,514 84	Corporate surplus	2,719,579 94	637,065 10
$3,670,102 43	Total	$3,736,434 39	$66,331 96

Contingent Liabilities.— Judgment unpaid and on appeal, $338.

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital Installed since December 31, 1908

ITEM	INSTALLED DURING YEAR: Additions and betterments	INSTALLED DURING YEAR: Renewals and replacements	Retired or withdrawn during year (deducted)	Total cost to June 30, 1920
Land, 132d st. garage	.....	.....	.....	$298,919 13
Buildings, 132d st. garage	$5,466 31	.....	.....	817,561 81
Shop equipment	19,464 08	.....	.....	92,131 60
Restaurant equipment	225 00	.....	.....	6,331 73
Conductors and drivers' room equipment	.....	.....	.....	1,805 53
Motor buses	189,901 40	.....	$193,022 36	1,192,577 87
Office furniture	1,370 14	.....	.....	11,800 81
Miscellaneous equipment	4,556 14	.....	.....	68,226 90
Total	$220,983 07	.....	$193,022 36	$2,489,855 38

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Fifth Avenue Coach Company

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage charged to material, etc.	AMOUNT CHARGED TO Accrued amortization of capital	AMOUNT CHARGED TO Surplus
Revenue:					
Omnibus chassis.....	41	$108,829 09	$36,919 12	$70,153 07	$1,756 90
Engines	39	17,189 83	9,622 33	2,565 41	5,002 09
Omnibus bodies.....	45	63,164 30	27,340 68	31,899 64	3,923 98
Total	——	$189,183 22	[1] $73,882 13	$104,618 12	$10,682 97

Miscellaneous Investments [2]

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held at close of year	Actual money cost to respondent	Amount at which carried on books	Income accrued during year
U. S. 4th Liberty Loan bonds 4¼s..	$3,500 00	$3,500 00	$3,500 00	$148 75
U. S. Fifth Victory Loan bonds 4¾s.	10,000 00	10,000 00	10,000 00	475 00
City of New York water supply 4½s[2]	10,000 00	10,175 00	10,175 00	450 00
Acquired within the year:				
Interborough Rapid Transit 5s, 1966	148,000 00	96,981 15	96,981 15	4,870 93
Interborough-Met. col. trust 4½s...	65,000 00	21,897 70	21,897 70	.....
New York Cent, ref. & imp. 4½s, 2013	48,000 00	37,082 11	37,082 11	1,416 39
New York Connecting, first 4½s, 1953	60,000 00	41,066 60	41,066 60	1,477 96
N. Y. Railways, first R. E. & ref. 4s	93,000 00	35,990 22	35,990 22	.....
Federal farm loan 5s, 1938.....	125,000 00	126,250 00	126,250 00	3,466 57
U. S. Fifth Vic. Loan bonds 4¾s..	100,000 00	97,482 50	97,482 50	1,474 72
U. S. ctf. of indebtedness 4½s.....	100,000 00	100,062 50	100,062 50	1,389 82
U. S. ctf. of indebtedness 5¾s.....	100,000 00	100,000 00	100,000 00	126 03
U. S. ctf. of indebtedness 6s.....	100,000 00	100,000 00	100,000 00	131 13
City of New York corp. stock 5.95..	100,000 00	100,123 10	100,123 10	47 26
Disposal of, within the year:				
Interborough Rapid Transit 5s, 1966.		[140,003 75	.....	1,458 33
Interborough-Met. col. trust 4½s...		48,987 50	.....	.....
New York Central, ref. & imp. 4½s.		47,182 50	.....	440 58
New York Connecting, first 4½s....		49,187 50	.....	442 68
New York Rys. first R. E. & ref. 4s.		60,200 00]	.....	.....
Real Estate:				
Nos. 57-65 East 88th street and Nos. 58-66 East 89th street [3].....	——	21,465 02	21,465 02	.....
Nos. 4-20 East 102d street [3].....	——	18,493 35	18,493 35	.....
Nos. 641-5 West 130th street, land and buildings	——	112,099 88	112,099 88	.....
Totals	——	$1,032,669 16	$1,032,669 13	$17,816 15

Materials and Supplies.— Motor bus parts, $265,990.47; uniforms, $8,945.15; tires, $33,171.30; lighting battery material, $9,555.30. Total, $317,662.22.

[1] Includes $70,957.11 recovered from other companies.
[2] All held free except $10,000, par value, City of New York bonds, deposited with the Comptroller of the City of New York as security in connection with the temporary permits granted to operate omnibuses on certain streets and avenues in the Borough of Manhattan.
[3] Represents improvements on leasehold property.

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Fifth Avenue Coach Company

Reserves

TITLE OF RESERVE	Balance, June 30, 1919	Credits	Debits	Balance, June 30, 1920
Reserves deductible from fixed capital:				
Accrued amortization of capital..	$436,861 90	$302,887 91	$104,618 12	$635,131 69
Shop tools, machinery and fixtures	33,201 38	10,868 48	.....	44,069 86
Buildings	13,537 07	24,106 62	.....	37,643 69
Injury and damage claims	196,200 90	88,358 93	128,593 41	155,966 42
Reconstruction of 88th st. garage..	15,818 49	3,764 40	.....	19,582 89
Improvements on leasehold property, Nos. 4-20 East 102d street...	2,897 66	1,039 68	.....	3,937 34
Depreciation of uniforms	8,422 61	11,511 04	13,569 75	6,363 90

INCOME ACCOUNT

	Net amount for year	Increase or (D) decrease
Operating revenue:		
Passenger revenue	$4,255,270 90	$606,426 29
Chartered buses	28,709 50	D 24,948 13
Advertising privileges	68,805 16	29,371 24
Miscellaneous	1,164 58	404 92
Total operating revenues	$4,353,950 14	$611,253 22
Operating expenses:		
Maintenance	$807,693 65	$286,548 47
Traffic	13,908 14	5,141 57
Transportation	2,043,894 32	452,254 43
General expense	260,996 55	34,954 41
Total operating expenses	$3,126,492 66	$778,898 88
Taxes accrued	409,725 70	D 77,064 69
Total revenue deductions	$3,536,218 36	$701,834 19
Operating income	817,731 78	D 90,580 96
Non-operating income: Interest on investments, $17,816.15; on bank balances, $7,786.07; rent of garage, Nos. 57-65 East 88th street, $17,499.95; Nos. 641-645 West 130th street, $7,197.94; less non-operating revenue deductions, $675.12..	49,624 99	8,216 41
Gross income applicable to corporate and lease properties..	$867,356 77	D $82,364 55
Deductions from gross income:		
Rent accrued, garage, 4-20 East 102d street	$50,000 00	.....
Proportionate amount of the cost of its improvement....	1,039 68	$7 40
Rent accrued, garage, 57-65 East 88th street	17,500 00	.....
Proportionate amount of the cost of its improvement, insurance, etc.	5,118 76	260 14
Rent, etc., for other garages	.....	D 5,149 04
Interest on funded debt	7,875 00	2,749 96
Other interest advances from New York Transportation Co.	1,014 54	D 21,056 28
Total income deductions	$82,574 98	D $23,187 82
Net corporate income	$784,781 79	D $59,176 73

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Fifth Avenue Coach Company

CORPORATE SURPLUS		Amount
Surplus, June 30, 1919		$2,082,514 84
Credit balance for year transferred from income account		784,781 79
Bad debts collected		449 57
Other additions to surplus: Adjustment of federal taxes, income, $12,030.35, excess profit, $126,662.50		138,692 85
Total		$3,006,439 05
Bad debts written off	$5,465 47	
Other deductions from surplus: Unamortized balance of cost of equipment retired during year, omnibus equipment, $5,680.88, 25 Hercules engines, $5,002.09; obsolete bus parts scrapped, $7,432.13; loss on sale of securities, $110,053.75; interest on investments accrued but charged back, as payment was discontinued, $67,000 par value of Inter-Met. col. trust 4½s, Oct. 1, 1918 to June 30, 1919, $2,257.13; cancellation of interest on $95,000 par value, N. Y. Railways Co., 1st R. E. ref. mort. 4% bonds, Jan. 1 to June 30, 1919, $1,900; depreciation of vehicle equipment, Jan. 1 to June 30, 1919, $116,583.82; depreciation of buildings, 132nd street, July 1, 1918 to June 30, 1919, $6,990,29; 5% on receipts from advertising paid to the city of New York October 1, 1909, to June 30, 1919, $16,482.55; professional services rendered prior to June 30, 1919, $8,000; excise tax adjustment, $312; minor items pertaining to the period prior to June 30, 1919, $699	281,393 64	
Total		286,859 11
Surplus, June 30, 1920		$2,719,579 94

Operating Expenses

Maintenance of plant and equipment	$807,693 65
Superintendence	$75,376 09
Repairs of buildings and fixtures	14,662 02
Repairs of shop tools and machinery	2,252 08
Shop expenses	27,006 47
Repairs of omnibus bodies — materials	29,359 98
Repairs of omnibus bodies — labor	61,885 33
Repairs of omnibus chassis — material	120,701 05
Repairs of omnibus chassis — labor	171,329 69
Depreciation of tires	86,064 09
Repairs of service cars	6,048 62
Depreciation of equipment	186,304 09
Depreciation of shop tools and machinery	10,018 55
Depreciation of buildings	16,685 59
Traffic (advertising)	$13,908 14
Transportation	$2,043,894 32
Superintendence	$157,582 09
Fuel	312,408 55
Lubricants	32,417 06
Drivers	711,150 59
Conductors	616,684 40
Miscellaneous stage service employees	3,003 92
Lighting buses	24,963 83
Miscellaneous stage service expenses	62,481 39

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Fifth Avenue Coach Company

Operating Expenses — Concluded	Amount
Washers and cleaners	$36,656 01
Other garage employees	37,112 90
Cleaning material	7,624 35
Other garage expenses	13,560 28
Other transportation expenses	28,253 95
General expenses	260,996 55
Salaries and expenses — general officers	32,592 49
Salaries and expenses — general office clerks	19,349 85
General office supplies and expenses	3,426 64
General law expenses	20,186 68
Insurance	29,873 57
Miscellaneous general expenses	38,392 72
Accidents and damages	Cr 40,234 48
Claim department expenses	9,793 93
Medical expenses	2,051 00
Other injuries and damages	128,593 41
Other expenses	321 31
Law expenses in connection with damages:	
Salaries and expenses of attorneys	15,216 87
Court costs and expenses	2,764 89
Law printing	149 37
General stationery and printing	4,235 60
Undistributed adjustment balance	Cr 5,717 30
Total operating expenses	$3,126,492 66

Depreciation or Amortization.— For provisions of the Uniform System of Accounts for street railways as to depreciation, see page 238. Under date of January 28, 1916, the company filed with the Commission a rule of depreciation effective July 1, 1915, estimating an amount equal to 6.4 cents per bus mile to be sufficient and necessary to cover such wear and tear, obsolescence and inadequacy as may occur on all equipment. Under the above rule the company charged under maintenance of plant and equipment, $186,304.09 to Depreciation of equipment, $10,018.55 to Depreciation of shop tools and machinery (10 per cent per annum) and $16,685.59 to Depreciation of buildings (2 per cent of cost per annum).

The company charged to Miscellaneous stage service expenses and concurrently credited to the reserve for depreciation of uniforms $11,511.04, representing proportionate amount of cost of overcoats furnished drivers and uniforms furnished to starters and inspectors.

Amortization: The company charged $4,804.08 to Miscellaneous rent deductions; $3,764.40 represents a proportionate amount of the cost of reconstructing the 88th street garage and $1,039.68 represents a proportionate amount of the cost of improvements made on the building Nos. 4–20 East 102nd street, in order to amortize the full cost of the former at the expiration of the lease, December 31, 1920, and of the latter, June 30, 1934.

Taxes

CLASS OF TAX	Amount of levy	Charged to income	Amount paid	Due and unpaid
Land	$11,060 80	[4] $9,777 23	$11,060 80	.....
Improvements on land	22,047 20	[5] 17,621 45	22,047 20	.....
Personal property	1,792 50	1,476 11	1,792 50	.....
Local (5% gross earnings)	197,339 14	215,417 37	197,339 14	.....
Local, bus licenses	5,400 00	5,677 56	5,400 00	.....
Gross earnings, state	18,990 71	22,061 11	18,990 71	.....

[4] Inclusive of $576.66 charged to miscellaneous rent deductions.
[5] Inclusive of $1,225.40 charged to miscellaneous rent deductions.

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Fifth Avenue Coach Company

Taxes — Concluded

Class of tax	Amount of levy	Charged to income	Amount paid	Due and unpaid
vehicles, state	$3,289 06	$3,439 36	$3,289 06	.....
al stock, state	1,326 08	1,199 59	1,326 08	.....
al stock, federal	[6] 4,195 00	[6] 4,195 00	4,195 00	.....
s profits, federal	47,365 41	71,555 75	47,365 41	.....
e, federal	71,475 46	46,312 33	71,475 46	.....
obiles, federal	5,835 02	5,835 02	5,835 02	.....
e, federal	6,381 83	6,381 83	6,381 83	.....
Totals	[6] $396,498 21	[6] $410,949 76	[7] $396,498 21	.....

DESCRIPTION OF ROUTES AND EQUIPMENT

me of Road, Branch, and Working Division, or Principal Streets Traversed	Terminal between which road named extends	Length of route
th Avenue, Washington Square and outh Fifth Avenue	East 89th Street and Bleecker Street	4.34
th Avenue, East 120th Street, Mt. Morris Park West, East 124th Street and ifth Avenue	East 89th Street and 135th Street..	2.48
est 110th Street	Fifth Avenue and Riverside Drive.	1.11
venth Avenue, West 153d Street, MacCombs Dam Road	110th Street and 155th Street.....	2.38
Nicholas Place, St. Nicholas Avenue and Manhattan Avenue	155th Street and 110th Street.....	2.22
est 155th Street	St. Nicholas Place and MacCombs Dam Road	.33
	Fifth Avenue and Broadway.....	.46
Vest 57th Street	West 57th Street and West 72nd Street	.87
Broadway	Broadway and Riverside Drive....	.23
West 72nd Street	Broadway and Central Park West.	.35
West 72nd Street	Fifth Avenue and First Avenue...	.65
East 72nd Street	West 72nd Street and 135th Street.	3.20
Riverside Drive	Riverside Drive and Broadway....	.18
West 135th Street	Fifth Avenue and Seventh Avenue.	.40
West 32nd Street	135th Street and St. Nicholas Ave.	1.53
Broadway	148th Street and 168th Street.....	1.08
St. Nicholas Avenue	167th Street and 168th Street.....	.05
Amsterdam Avenue	155th Street and 167th Street.....	.57
Edgecombe Road	St. Nicholas Avenue and 168th St.	.13
Audubon Avenue	St. Nicholas Avenue and Amsterdam Avenue	.06
168th Street	168th Street and 193rd Street.....	1.30
St. Nicholas Avenue	Fifth Avenue to 8th Avenue.....	.53
31st Street	31st Street and 33d Street.....	.10
Eighth Avenue	Eighth Avenue and Seventh Ave.	.17
33d Street	33d Street and 32d Street.....	.05
Seventh Avenue		24.77

[6] Exclusive of $578 charged direct to income.
[7] Exclusive of adjustments of federal income and excess profits taxes, $124,257.51.

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Fifth Avenue Coach Company

Cars.— Double deck motor buses, 271, having an aggregate seating capacity of 12.217; installed during year, 34; retired during year, 42.

Miscellaneous.— Number of garages, 2; number of transfer points with own cars, 12; increase during year, 5.

OPERATING STATISTICS

Operating Ratios.— Cents per Bus Mile: Passenger revenue, 48.37; transportation revenue, 48.70; operating revenue, 49.50; operating expenses, 35.54; net revenue, 13.96; maintenance, actual, 6.76; maintenance, depreciation, 2.42; total maintenance, 9.18.

Per Bus Hour: Passenger revenue, 3.85; transportation revenue, 3.87; operating revenue, 3.93; operating expenses, 2.82; net revenue, 1.11; maintenance, actual, 0.54; maintenance, depreciation, 0.19; total maintenance, 0.73.

Per Cent of Operating Revenues for the Year: Revenue from transportation, 98.39; other operating revenues, 1.61; operating expenses, 71.81; taxes, 9.41; income from operation, 18.78.

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Fifth Avenue Coach Company

TRAFFIC STATISTICS — SUMMARY BY MONTHS

Month	Regular passenger car earnings	Other car earnings	Revenue Passengers: Number each month	Revenue Passengers: Greatest number in one day	Number of transfers collected	Car Hours: Passenger (active and idle)	Car Hours: Private hire passenger	Number of (active) car-seat miles	Passenger Car-Miles: Active	Passenger Car-Miles: Idle	Private hire miles	Total revenue car-miles	Non-revenue car-miles [a]
July	$360,399 10	$4,699 80	3,603,991	147,845	253,501	100,128	1,320	36,945,518	817,558	14,812	7,375	839,745	3,493
August	393,801 50	5,286 50	3,938,015	167,398	262,923	104,064	1,073	38,497,217	848,729	14,735	6,109	869,573	2,849
September	417,155 80	6,312 50	4,171,558	179,305	263,536	99,611	1,117	36,907,519	811,328	12,595	7,160	831,083	2,871
October	380,735 80	1,931 10	3,807,358	162,459	199,251	96,679	365	35,397,630	774,775	12,158	2,610	789,543	2,200
November	322,442 00	1,635 80	3,224,420	132,828	150,277	89,419	277	31,847,108	695,266	13,930	2,194	711,390	2,750
December	275,870 10	1,068 40	2,758,701	113,137	129,370	90,140	434	30,869,028	671,749	15,254	2,704	689,707	2,900
January	250,165 30	1,083 20	2,501,653	112,154	123,915	84,696	208	29,693,288	645,206	15,778	1,377	662,361	3,230
February	225,494 90	467 30	2,254,949	119,783	141,354	64,927	81	21,200,109	460,599	7,677	488	468,764	8,825
March	352,735 00	1,220 70	3,527,350	181,809	220,142	86,585	205	30,409,202	660,642	14,123	1,276	676,041	2,725
April	380,046 50	1,376 10	3,800,465	193,938	237,521	91,397	335	32,481,883	706,096	15,118	2,034	723,248	2,500
May	455,799 40	2,045 60	4,557,994	211,037	285,025	97,023	354	34,873,492	758,065	14,454	2,414	774,933	2,690
June	440,625 50	1,582 50	4,406,255	184,497	274,598	95,182	315	34,147,584	742,264	15,582	1,961	759,807	2,665
Total	$4,255,270 90	$28,709 50	42,552,709	—	2,541,413	1,099,851	6,084	393,269,578	8,592,277	166,216	37,702	8,796,195	39,698

[a] Non-revenue car-miles consists of mileage made during the year by buses used to haul snow scrapers, and by sand shakers and for the instruction of drivers.

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Designation of Route [9]	Length of route (miles)	Passenger Movement: Maximum number of cars required at one time	Average number of cars per day	Number of round car trips during year	Number of (active) passenger car miles run during year	Number of active car-seat miles during year	Number of passengers at 10 cents	Passenger Receipts: Amount	Average per car-mile (cents)	Number of transfers collected
1. Fifth avenue and 135th street (via Fifth avenue, 124th street, Mt. Morris Park West, 120th street, Fifth avenue) to Washington square	6.58	5	1	———	———	———	———	———	———	———
2. St. Nicholas avenue and 168th street (via 168th street, Amsterdam avenue, West 167th street, Edgecombe road, 155th street viaduct, MacCombs place, 153d street, Seventh avenue, 110th street, Fifth avenue) to Washington square	9.08	106	67	119,247	1,371,633	62,811,313	7,503,440	$750,344 00	54.70	970,104
3. St. Nicholas avenue and 193d street (via St. Nicholas avenue, Manhattan avenue, 110th street, Fifth avenue) to Washington square	10.19	60	47	96,158	1,765,841	80,855,604	8,150,224	815,022 40	46.15	465,191
4. Broadway and 168th street (via Broadway, 135th street, Riverside drive, 110th street, Fifth avenue), to Washington square	9.32	84	68	113,239	1,892,181	86,653,776	9,638,300	963,830 00	50.94	374,077
5. Broadway and 168th street (via Broadway, 135th street, Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to Washington square	9.10	126	102	166,620	2,700,227	123,635,221	13,418,255	1,341,825 50	49.69	497,003
6. East 72d street and First avenue (via 72d street, Fifth avenue, 57th street, Broadway, 72d street) to Central Park West	3.10	4	3	14,083	88,707	3,932,771	186,233	18,623 30	20.91	26,658

[9] Buses have been operated from time to time during the year, as occasion demanded, over the following intermediate routes, but no separate record has been kept of operation between these intermediate terminals:

1. Fifth avenue and 135th street (via Fifth avenue, 124th street, Mt. Morris Park West, 120th street, Fifth avenue) to 22d street. 2. 155th street viaduct and St. Nicholas place (via 155th street viaduct, MacCombs place, 153d street, Seventh avenue, 110th street, Fifth avenue) to Washington square; Seventh avenue and 145th street (via Seventh avenue, 110th street and Fifth avenue) to 22d street; Seventh avenue and 125th street (via Seventh avenue, 110th street, Fifth avenue) to Washington Square; 168th street and St. Nicholas avenue (via 168th street, Amsterdam avenue, West 167th street, Edgecombe road, 155th street viaduct, MacCombs place, 153d street, Seventh avenue) to 125th street. 3. St. Nicholas avenue and 181st street (via St. Nicholas avenue, Manhattan avenue, 110th street, Fifth avenue) to Washington square, St. Nicholas place and 155th street (via St. Nicholas place, St. Nicholas avenue, Manhattan avenue, 110th street, Fifth avenue) to 22d street. 4. Broadway and 157th street (via Broadway and 135th street, Riverside drive, 110th street, Fifth avenue) to 22d street; 135th street and Broadway (via 135th street, Riverside drive, 110th street, Fifth avenue) to 31st street and Eighth avenue; Riverside drive and 113th street (via Riverside drive, 110th street, Fifth avenue) to 22d street. 5. 135th street and Broadway (via 135th street, Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to Washington square; 135th street and Broadway (via 135th street, Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to 31st street and Eighth avenue; Riverside drive and 113th street (via Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to 22d street; Riverside drive and 96th street (via Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to 22d street. 9. West 72d street and Central Park West (via West 72d street, Broadway, 57th street, Fifth avenue) to 31st street and Eighth avenue.

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Fifth Avenue Coach Company

7. South Fifth avenue and Washington square to Bleecker street	0.25	1	1	366	183	8,052	.....	.....	.....	.....
8. St. Nicholas avenue and 193d street (via St. Nicholas avenue, 168th street, Broadway, 135th street, Riverside drive, 72d street, Broadway, 57th street, Fifth avenue) to 31st street and Eighth avenue	9.88	57	37	45,904	667,154	30,503,051	2,993,585	299,358 50	44.87	185,162
9. West 72d street and Central Park West (via 72d street, Broadway, 57th street, Fifth avenue) to Washington square	4.06	24	7	13,425	106,351	4,869,790	662,672	66,[illegible]7 20	62.31	23,218
Total	61.56	—	—	569,132	8,592,277	393,209,578	42,552,709	$4,255,270 90	49.52	2,541,413

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Fifth Avenue Coach Company

Special or Chartered Cars.— Number of trips made during year, 1,484; earnings, $28,709.50; per bus mile, $0.7615; per bus hour, $4.72.

Accidents.— Number of accidents during year, 51; killed, 4 (2 passengers and 2 other than passengers or employees); injured, 47 (36 passengers, 5 employees and 6 others) including 3 minor injuries to passengers.

Judgments.— Unpaid at beginning of year, number, 2, amount, $2,577.60; rendered during year, number, 19, amount, $3,867.50; paid during year, number, 17, amount, $3,823.43; compromised during year, number, 1, amount, $1,927.60; unpaid at close of year, number, 2, amount, $1,436.97; on appeal, 1, amount, $338.

Actions for Damages

	NUMBER OF SUITS				
	In municipal courts	In city and county courts	In superior court	In federal court	Total
Pending at beginning of year....	88	41	76	....	205
Brought during year.....	126	28	60	1	215
Settled before trial by payment to claimant	65	13	35	....	113
Judgment rendered	15	4	....	....	19
Case dismissed	42	3	1	....	46
Otherwise disposed of.....	30	18	4	....	52
Total disposed of during year.	152	38	40	....	230
Pending at close of year.....	62	31	96	1	190
Distribution of pending suits according to year in which accident occurred:					
In current fiscal year (July 1, 1919–1920).	42	9	36	....	87
In preceding fiscal year (July 1, 1918–1919).	17	10	35	....	62
In next preceding fiscal year (July 1, 1917–1918).....	2	9	16	1	28
In next preceding fiscal year (July 1, 1916–1917).....	1	3	4	....	8
In next preceding fiscal year (July 1, 1915–1916).....	....	....	2	....	2
In next preceding fiscal year (July 1, 1914–1915).....	....	....	3	....	3

Settlements

Half-Yearly Period in Which Accident Occurred	Claims Settled (Release Before Suit)		Suits Compromised		Judgments Paid		Total Settlements	
	Number	Amount	Number	Amount	Number	Amount	Number	Amount
Jan.-June, 1920	187	$46,647 79	5	$3,110 00	....	.....	192	$49,757 79
July-Dec., 1919	194	10,858 18	30	2,811 90	3	$490 00	227	14,160 08
Jan.-June, 1919	45	4,600 35	34	7,321 12	7	963 41	86	12,884 88
July-Dec., 1918	1	10 00	13	21,265 00	1	60 00	15	21,335 00
Jan.-June, 1918	4	48 64	20	19,315 00	3	1,544 97	27	20,908 61
July-Dec., 1917	1	22 00	6	4,460 00	....	.....	7	4,482 00
Jan.-June, 1917	....	.....	3	1,800 00	3	765 05	6	2,565 05
July-Dec., 1916	....	.....	1	1,750 00	....	.....	1	1,750 00
Jan.-June, 1916	....	.....	1	750 00	....	.....	1	750 00
Total.....	432	$62,186 96	113	$62,583 02	17	$3,823 43	562	$128,593 41

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Fifth Avenue Coach Company

Employees and Wages

OCCUPATION	Average number	Total time worked and unit	Total compensation	Average compensation
General office staff:				
General officers	7.0	84 months	$51,816 68	$616 87
Other officers	2.0	24 months	9,875 00	411 46
Clerks and bookkeepers, men	57.1	2,992 weeks	96,082 66	32 11
Stenographers, typists, women	9.0	466 weeks	12,292 81	26 38
Messengers and others	15.0	772 weeks	15,393 85	19 94
Transportation:				
Inspectors	9.0	3,235 days	21,591 18	6 67
Starters	20.4	7,040 days	42,193 54	5 99
Receivers	5.4	1,930 days	10,570 79	5 48
Depot masters	3.0	36 months	8,220 00	228 33
Conductors	396.5	1,186,674 hours	628,006 51	53
Drivers	396.6	1,220,768 hours	739,768 08	61
Tallymen	2.0	7,006 hours	3,752 68	54
Tailors	2.0	101 weeks	2,473 32	24 49
Car houses and shops:				
Car cleaners	33.5	107,954 hours	42,333 95	39
Car oilers	11.6	38,393 hours	17,017 95	44
Garage men	19.4	61,673 hours	25,579 75	41
Carpenters	30.3	72,128 hours	48,865 86	68
Carpenters' helpers	1.3	2.878 hours	1,299 14	45
Blacksmiths	1.0	2,371 hours	1,525 88	64
Blacksmiths' helpers	1.0	2,399 hours	1,147 42	48
Machinists	94.1	245,988 hours	153,259 39	62
Machinists' helpers	44.3	121,515 hours	54,428 66	45
Electrical helpers	10.9	34,393 hours	16,622 47	48
Tinners	7.3	16,736 hours	9,011 93	54
Painters	24.9	57,646 hours	36,552 63	63
Total compensation			$2,049,682 13	

Distribution of Total Compensation.—Maintenance of equipment and plant, $336,654.43; operation of buses, $1,585,299.53; other general expenses, $75,987.65; outside operations, $1,477.81; fixed capital, $37,913.08; manufacturing account, $12,349.63; total, $2,049,682.13.

Appointments, Length of Service and Hourly Rates of Wages of Drivers and Conductors

PERIOD OF SERVICE	DRIVERS		CONDUCTORS	
	Number	Hourly rates (cents)	Number	Hourly rates (cents)
Appointments during year	50	....	203	....
Whereof reappointments	....	....	12	....
Number in service at close of year	403	....	425	....
Whereof in first half-year of service	34	61	99	54
Whereof in second half-year of service	11	61	17	54
Whereof in second year of service	70	62	124	55
Whereof in third year of service	142	65	98	58
Whereof in fourth year of service	73	66	33	59
Whereof in fifth year of service	5	67	8	60
Whereof in sixth or later year of service	68	67	46	60

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Fifth Avenue Coach Company

Officers.— President, John A. Ritchie; Secretary and Auditor, Samuel E. Morrow; Assistant Secretary, Thomas A. Newton; Treasurer, George L. Willems; General Counsel, William H. Page; Claim Agent, George Carson; General Manager, George A. Green.

Directors.— Edward J. Berwind, Philip T. Dodge, Fred L. Lavanburg, W. Leon Pepperman, John A. Ritchie, Henry Sanderson, Frank Hedley, Herbert H. Vreeland, Edmond E. Wise.

Main Business Office.— 10 East 102nd street, New York City.

Report verified by John A. Ritchie, President, September 30, 1920.

THE NEW YORK TRANSFER COMPANY

Organized as a joint stock association November 1, 1870. The company's business is transferring baggage from residences and hotels to railroad and steamboat terminals and vice versa.

Stockholders and Members.— Total number of stockholders, June 30, 1920, 146; of whom 45 reside in New York State. Two directors, S. W. F. Draper and G. W. Stetson held proxies jointly in their names for a majority of the stock, for voting at shareholders' meeting; the proxies were not used.

BALANCE SHEET

June 30, 1919	ASSETS	June 30, 1920	Increases or (D) decrease[1]	
$203,874 43	Land and buildings	$200,249 13	D	$3,625 30
102,641 00	Equipment	96,631 60	D	6,009 40
.....	Horses	14,290 00		14,290 00
2,500 00	Tools and fixtures	2,258 75	D	241 25
$309,015 43	Total property and equipment	$313,429 48		$4,414 05
188,737 76	Miscellaneous investments (securities)	177,559 01	D	11,178 75
7,965 25	Cash	8,379 69		414 44
19,342 49	Traffic balances	28,317 72		8,975 23
8,066 36	Miscellaneous accounts receivable	6,364 56	D	1,701 80
9,235 33	Materials and supplies	10,993 05		1,757 72
340 00	Working fund advances	550 00		210 00
6,286 08	Insurance premiums paid in advance	7,610 37		1,324 29
14,339 62	Other unadjusted debits	12,520 94	D	1,818 68
$563,328 32	Total	$565,724 82		$2,396 50
	LIABILITIES			
$480,000 00	Common stock (issued $60,000) paid in	$480,000 00		.....
10,000 00	Loans and notes payable	10,000 00		.....
224 57	Traffic balances payable	94 67	D	$129 90
25,142 55	Audited accounts and wages unpaid	32,214 10		7,071 55
1,534 73	Estimated tax liabilities	1,918 58		383 85
150 00	Other unadjusted credits	967 61		817 61
21,796 26	Reserve for loss and damage	21,796 26		.....
.....	Suspense account	1,970 18		1,970 18
24,480 21	Corporate surplus	16,763 42	D	7,716 79
$563,328 32	Total	$565,724 82		$2,396 50

[1] [The figures for 1919 are taken from the 1919 report, the increases being computed by the Commission.]

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The New York Transfer Company

Property Account

	Balance at beginning of year	Additions during year	Depreciation during year	Balance at end of year
Real estate	$203,374 43	$1,705 00	[2] $5,330 30	$200,249 13
Equipment	102,641 00	[3] 41,489 00	[4] 33,208 40	110,921 60
Tools and fixtures	2,500 00	.....	241 25	2,258 75
Total	$309,015 43	$43,194 00	$38,779 95	$313,429 48

Equipment

	NUMBER OF UNITS				INVENTORY VALUE	
	At first of year	Added	Retired	At end of year	At first of year	At close of year
Buggy	1	.....	.....	[5] 1	.....	.....
Coaches	2	.....	.....	[5] 2	.....	.....
Omnibuses	2	.....	.....	2	.....	.....
Automobiles	20	13	2	31	$42,825 00	$81,927 00
Double wagons	35	.....	2	33		
Single wagons	144	.....	7	137	26,850 00	26,880 00
Business wagons	1	.....	.....	1		
Freight trucks	15	.....	1	14	1,700 00	1,700 00
Horses	149	.....	47	102	23,455 00	14,290 00
Harness	105	12	1	116		
Collars	201	.....	.....	201		
Halters	160	.....	1	159	7,811 00	8,878 00
Blankets and robes	208	12	67	153		
				.....	$102,641 00	$133,675 00

Vehicles

CLASS	Number	Weight per vehicle (pounds)	Motive power	Service
Buggy	1	400	1 horse	Out of service
Coaches	2	1,875	2 horses	Out of service
Omnibuses	2	1,600	2 horses	Out of service
Business wagon	1	800	1 horse	Company
Automobiles	10	9,300	3½ ton electric	Baggage
Automobiles	3	6,625	2 ton electric	Baggage
Automobiles	3	6,625	2 ton electric	Baggage
Automobiles	1	3,000	Runabout-electric	Company
Automobiles	1	4,500	1½ ton gasoline	Baggage
Automobiles	3	5,900	2 ton gasoline	Baggage
Automobiles	5	4,550	2 ton gasoline	Baggage
Automobiles	5	4,000	2 ton gasoline	Baggage
Automobiles	1	1,000	Runabout, gasoline	Company
Automobiles	2	9,300	2 ton electric	Baggage
Wagons—single	137	1,340	1 horse	Baggage
Wagons—double	33	3,800	2 horses	Baggage
Trucks—single	7	1,500	1 horse	Freight
Trucks—double	7	3,450	2 horses	Freight

[2] Includes $700 depreciation on leased ground.

[3] Consists of the purchase of 10 gasoline trucks, $21,752.30; 1 gasoline runabout $1,053.50; 2 electric trucks, $7,389.70; 5 electric batteries, $4,700.50; 12 harness, $943; 12 blankets, $144; and rebuilding wagons, $300.

[4] Consists of depreciation of equipment charged off, $22,753.40; of tools and fixtures, $241.25; of horses, $7,292.50; and the sale of 43 horses, $1,872.50; 5 wagons, $270, 2 Ford trucks, $1,000 and 1 harness, $20.

[5] Out of service.

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The New York Transfer Company

Description of Vehicles Installed within the Year

Class of Vehicle	Number	Weight per vehicle	Motive power	Service	Cost installed
Autocar trucks	5	4,550	Gasoline	Baggage	$11,030 00
Rainier trucks	5	4,000	Gasoline	Baggage	10,722 30
Overland	1	1,000	Gasoline	Runabout	1,053 50
Bodies	10	.....	.....	For gasoline trucks	3,731 00
Walker trucks	2	9,300	Electric	Baggage	7,388 70
Bodies	.....	.....	.....	For electric trucks	1,476 00
Iron clad batteries	5	.....	Electric	For electric trucks	4,700 50
					[6] $40,102 00

Description of Vehicles Withdrawn during the Year.— Seven single baggage wagons, horse drawn, weight per vehicle, 1340 pounds, of which 5 were sold for $270 and credited to equipment account; 1 double freight truck, horse drawn, weight, 3450 pounds; 2 double baggage wagons, horse drawn, weight per vehicle, 3450 pounds. No accounting disposition made except for those sold.

Capital Stock.— Authorized by Articles of Association and amendments thereto, 7,500 shares common of $100 par value each; amount issued prior to year and outstanding June 30, 1920, $600,000, of which 80 per cent, or $480,000, has been paid in. Dividends declared and paid during the year at the rate of $6 per share, total, $36,000.

INCOME STATEMENT

		Amount for year	Increase or (D) decrease
Operating revenues:			
Baggage		[7] $479,133 12	$118,349 34
Transfer coupons		103,056 29	34,382 10
Ticket service		.....	D 294 77
Freight at piers		11,137 95	D 1,856 06
Miscellaneous earnings		2,897 00	218 53
Total operating revenues		$596,224 36	$150,799 14
Operating expenses:			
Maintenance of structures		$3,173 28	$336 50
Maintenance of equipment — horse power		63,715 97	4,364 57
Maintenance of equipment — mechanical power		34,718 06	17,949 58
Operation of vehicles		230,381 12	58,392 44
Injuries to persons and property		22,361 18	3,048 97
Traffic expenses		149,586 17	17,447 17
General and miscellaneous expenses		55,600 46	12,252 70
Total operating expenses		$559,736 24	$114,291 93
Taxes accrued		9,664 85	3,276 21
Total revenue deductions		$569,401 09	$117,568 14
Operating income		$26,823 27	$33,231 00
Non-operating income (interest, $7,927.44; dividends, $1,600)		9,527 44	153 94
Gross and net corporate income		$36,350 71	$33,384 94
Surplus June 30, 1919		24,480 21	
Total		$60,830 92	
Deductions from surplus:			
Loss on bonds sold and redeemed	$8,067 50		
Dividends declared during year	36,000 00		
Total deductions		44,067 50	
Surplus June 30, 1920		$16,763 42	

[6] All charged to equipment account.
[7] Earned by New York City division.

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The New York Transfer Company

Taxes

ITEM	Levied during the year	Paid during the year	Charged to income
estate	$4,714 85	$4,714 85	$4,714 85
s earnings—state	441 91	441 91	441 91
ital—state	194 88	194 88	194 88
ome—federal	3,377 86	2,000 00	3,599 71
ital stock—federal	713 50	713 50	713 50
Total	$9,443 00	$8,065 14	$9,664 85

OPERATING STATISTICS

Traffic.—Baggage: Trunks and valises only; freight: packages only; no record of the number of pieces handled, weight or of the number of trips and ileage covered.

Accidents during year.—Automobile, 88; horse-drawn wagon, 68; other, 51; total, 07. Number involving personal injury: automobile, 20; horse-drawn wagon, 14; ther, 41; total, 75.

Employees and Wages

OCCUPATION OR GRADE	NUMBER ON LAST PAYROLL OF 1919 Sept.	1919 Dec.	1920 Mar.	1920 June	Aggregate compensation during year	Name of account charged therewith
fficers	2	2	2	2	$14,500 00	General expense
gents	28	28	30	32	49,741 62	Transfer account
lerks	27	27	28	30	37,473 07	Transfer and general expense
hauffeurs	38	29	28	37	51,678 15	Transfer account
agon drivers	77	53	38	54	56,924 63	Transfer account
rivers' helpers	70	51	49	58	63,936 77	Transfer account
licitors	17	17	18	17	23,837 25	Transfer account
ation labor	27	19	17	20	27,729 72	Transfer account
able employees	23	21	21	22	30,104 01	Stable account
op employees	12	11	12	11	14,898 95	Shop account
Total	321	258	243	283	$370,824 17	

Classified Weekly Earnings According to the Last Payroll of the Year

	NUMBER OF FULL-TIME EMPLOYEES EARNING — $13 50 but under $15	$15 but under $17 50	$17 50 but under $20	$20 but under $25	$25 and above	Total number	Total week's earnings of full-time employees	Number of part-time employees	Total week's earnings of part-time employees
oers	....	....	....	....	2	2	$241 68	.....	.....
nts	....	....	....	3	29	32	1,008 09	.....	.....
rks	1	....	2	15	12	30	718 55	.....	.....
icitors	....	....	....	17	....	17	414 50	.....	.....
auffeurs	....	....	....	....	22	22	905 08	15	$415 65
gon drivers	....	....	....	11	11	22	600 28	32	365 25
ivers' helpers	....	....	....	35	....	35	1,022 60	23	411 40
ation labor	....	....	1	13	6	20	586 47	.....	.....
able employees	....	....	....	12	10	22	586 74	.....	.....
op employees	....	....	....	3	8	11	285 00	.....	.....
Total	1	....	3	109	100	213	$6,368 99	70	$1,192 30

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The New York Transfer Company

Officers.— President, S. W. F. Draper; Vice-President, Wm. H. Woolverton; Secretary and Treasurer, F. K. Waller.

Directors.— S. W. F. Draper, W. G. Besler, John S. Durand, F. W. Allen, Alfred Hayes, William Thompson, George L. Connor, Wm. H. Woolverton.

Main Business Office.— 1354 Broadway, New York City.

Report verified by F. K. Waller, Treasurer, October 5, 1920.

WESTCOTT EXPRESS COMPANY

History.— Formed by consolidation of Westcott Express Company (original company of same name) and the Consolidated Transfer Company under Section 8 of the Business Corporations Law; certificate of incorporation filed with Secretary of State, Nov. 28, 1894. Respondent's business is the transfer of baggage to and from residences and railroad terminals. The American Express Company acquired control over the respondent on March 31, 1903, by the purchase of a majority of its capital stock.

Important Changes during Year.—Agreements were discontinued as follows: With the D., L. & W. R. R., Jan. 31, 1919, consideration, $1,800; with N. Y. Central R. R., Dec. 1, 1919, consideration, $6,000; with Troy Union Ry., Dec. 1, 1919, consideration, $600. No additional powers or franchises were acquired.

BALANCE SHEET

June 30, 1919	ASSETS SIDE	June 30, 1920	Increase or (D) decrease
$309,714 68	Equipment — cost	$295,186 46	D $14,528 22
190,078 04	Less accrued depreciation	206,128 78	16,050 74
119,636 64	Net investment in equipment	89,057 68	D 30,578 96
4,827 20	Other investments — N. Y. C. bonds	4,827 20	.....
106,941 49	Loans and notes receivable	.....	D 106,941 49
1,434 97	Net balances receivable from agents	11,131 83	9,696 86
26,648 80	Miscellaneous accounts receivable	39,852 90	13,204 10
2,788 80	Materials and supplies	24,847 71	22,058 91
360 00	Working fund advances	250 00	D 110 00
29 16	Interest receivable	29 16	.....
149 76	Other current assets	236 25	86 49
1,011 14	Deferred assets	.....	D 1,011 14
1,909 80	Rents and insurance paid in advance	2,253 64	343 84
1,738 50	Prepaid taxes	3,128 84	1,390 34
4,764 91	Auto licenses paid in advance	1,654 00	D 3,110 91
522 29	Unadjusted debits	.....	D 522 29
$272,763 46	Total	$177,269 21	D $95,494 25
	LIABILITIES SIDE		
$500,000 00	Common stock	$500,000 00	.....
150,000 00	Preferred stock	150,000 00	.....
12,120 06	Audited accounts and unpaid wages	16,081 28	$3,961 22
174,575 27	Due American Express Company	114,797 71	D 59,777 56
25,000 00	Commissions payable	.....	D 25,000 00
1,869 26	Overdraft — bank	[1] 13,018 53	11,149 27
30,010 90	Operating and insurance reserve	13,902 03	D 16,108 87
.....	Other deferred liabilities	667 97	667 97
620,812 03	Corporate deficit	631,198 31	10,386 28
$272,763 46	Total	$177,269 21	D $95,494 25

[1] Reported as "unpaid checks."

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Westcott Express Company

Equipment — Book Cost

	Balance at beginning of year	Additions during year	Withdrawn or retired during year	Balance at end of year
quipment — baggage	$306,889 68	$6,126 28	$17,829 50	$295,186 46
quipment — cab	2,825 00	.....	2,825 00	.....
	$309,714 68	$6,126 28	$20,654 50	$295,186 46

Equipment

	NUMBER OF UNITS				INVENTORY VALUE	
	At first of year	Added	Retired	At end of year	At first of year	At end of year
Baggage equipment:						
Automobile trucks	110	....	6	104	$112,345 06	$79,538 09
Double wagons	1	....	....	1	11 25	11 25
Single wagons	25	....	9	16	603 13	264 60
Sleighs — bobs	22	....	4	18	152 08	126 71
Horses	16	1	4	13	1,848 53	1,459 41
Harness equipment	30	....	7	23	197 00	133 89
Office furniture	398	27	23	402	3,302 84	3,689 00
Trucks — carts, etc.	14	6	3	17	24 15	87 35
Garage equipment	4	124	5	123	870 60	2,897 38
Touring car	....	1	....	1	.....	850 00
Total	620	159	61	718	$119,354 64	$89,057 68
Cab equipment:						
Bus (auto)	1	....	1	....	$282 00	.....

Vehicles

CLASS OF VEHICLE	Number	Type of vehicle	Average weight of vehicle (pounds)	Motive power	Service
Motor truck	6	Packard, 3-ton	9,840	Gasoline, 32.4 h. p.	Baggage
Motor truck	27	Packard, 2-ton	6,147	Gasoline, 26.4 h. p.	Baggage
Motor truck	2	Hurlburt, 2-ton	5,580	Gasoline, 27.2 h. p.	Baggage
Motor truck	25	Alco, 2-ton	6,115	Gasoline, 32.4 h. p.	Baggage
Motor truck	5	Peerless, 3-ton	8,500	Gasoline, 32.4 h. p.	Baggage
Motor truck	6	Alco, 3-ton	6,250	Gasoline, 24.8 h. p.	Baggage
Motor truck	1	Alco, 3½-ton	7,787	Gasoline, 40.8 h. p.	Baggage
Service car	1	Packard	2,000	Gasoline, 27.2 h. p.	Baggage
Touring car	1	Willys-Knight	3,000	Gasoline, 25 h. p.	Baggage
Motor truck	2	Studebaker, 3½-ton	10,225	Electric, 7.5 h. p.	Baggage
Motor truck	1	Gen'l vehicle, 3½-ton	9,800	Electric, 6 h. p.	Baggage
Motor truck	12	Baker, 2-ton	6,741	Electric, 6 h. p.	Baggage
Motor truck	2	Baker, 2-ton	6,830	Electric, 2 h. p.	Baggage
Motor truck	14	Baker, 2-ton	7,292	Electric, 4 h. p.	Baggage
Wagon, double	1	Open	3,100	Horse	Baggage
Wagon, single	16	Open	1,600	Horse	Baggage

Description of Vehicles Installed within the Year

CLASS OF VEHICLE	Number installed during year	Type of vehicle	Weight per vehicle	Service	Cost installed (charged to capital account)
Touring car	1	Willys-Knight	3,000	Baggage	$850 00

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Westcott Express Company

Description of Vehicles Withdrawn during the Year

CLASS OF VEHICLE	Number withdrawn during year	Weight per vehicle (pounds)	Service	Accounting disposition of cost	
Wagons	9	1,600	Baggage	Dr. Equipment reserve	$1,245 59
				Dr. Cash	314 00
				Cr. Retirement	102 76
				Cr. Baggage equipment (capital)	1,456 83
Bobs (sleighs)	4	N. R.	Baggage	Dr. Equipment reserve	140 00
				Dr. Cash	66 00
				Cr. Retirement	46 00
				Cr. Baggage equipment (capital)	160 00
Motor trucks	6	N. R.	Baggage	Dr. Equipment reserve	8,786 47
				Dr. Cash	600 00
				Dr. Retirement	3,605 15
				Cr. Baggage equipment (capital)	12,991 62
Bus (auto)	1	N. R.	Cab	Dr. Equipment reserve	2,543 00
				Dr. Cash	125 00
				Dr. Retirement	157 00
				Cr. Cab equipment (capital)	2 825 00

INCOME STATEMENT

	Net amount for year		Increase or (D) decrease
Operating revenues:			
Transportation — baggage	$632,022 24		$158,008 95
Transportation — cab	[2] 4,448 17	D	418,530 85
Miscellaneous (hire of wagons)	1,483 45	D	7,549 62
Total operating revenues	$637,948 86	D	$268,071 52
Operating expenses:			
Maintenance of equipment	*$153,811 46*	*D*	*$168,190 89*
Baggage equipment repairs	98,816 56		29,886 12
Cab equipment repairs	[3] 3,783 14	D	73,052 30
Baggage equipment retirements	479 43	D	217 33
Cab equipment retirements	157 00	D	71,652 58
Baggage equipment depreciation	30,575 33		559 52
Cab equipment depreciation	.....	D	73,714 32
Operation of vehicles	*$390,655 19*	*D*	*$296,473 69*
Baggage salaries	292,617 08		65,304 26
Cab salaries	Cr 13 46	D	143,131 03
Baggage, stable and garage expenses	97,787 32	D	32,814 25
Cab, stable and garage expenses	264 25	D	185,332 07
Injuries to persons and property	*$9,294 20*	*D*	*$1,902 93*
Loss and damage	6,372 93	D	1,107 14
Damage to property	2,633 49	D	333 23
Injuries to persons	287 78	D	462 56

[2] Represents money received for the sub-letting of the cab privileges, due to fact that the company ceased operating its own cabs.
[3] Cab equipment repairs should have been charged to Surplus, being a bill for 1919 repairs.

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Westcott Express Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
General and miscellaneous expenses	*$105,478 42*	*D $46,861 45*
Commissions, baggage	15,042 94	3,870 76
Commissions, cab	.....	D 21,302 02
Office expenses, baggage	5,821 02	D 863 71
Office expenses, cab	5 48	D 1,640 86
General expenses	11,221 36	D 6,394 74
General salaries	49,999 86	D 5,390 14
Rent of local offices	7,309 88	D 250 00
Stationery and printing	2,205 24	D 6,414 85
Insurance, accident	6,000 00	D 10,000 00
Insurance, fire	1,929 89	D 3,802 07
Pensions	.....	D 130 00
Shop supplies	1,499 58	1,381 57
Cab expenses (State)	4,443 17	4,074 61
Total operating expenses	$639,239 27	D $533,428 36
Tax accruals	4,804 97	D 2,586 29
Total revenue deductions	$644,044 24	D $536,014 65
Operating income *Loss*	$6,095 38	$267,943 13
Non-operating income — interest on N. Y. C. bonds, $175; on notes, $4,201.20	4,376 20	4,051 20
Gross corporate income *Loss*	$1,719 18	$271,994 33
Less: Interest on bank balance (overdraft)	7,434 54	2,053 84
Net corporate income *Loss*	$9,153 72	$269,940 49

CORPORATE DEFICIT

Deficit June 30, 1919		$620,812 03
Loss for year transferred from income		9,153 72
Cab licenses (unexpired, charged off account sale of cabs)		1,260 00
Repairing cabs, May-June, 1919		631 56
Other adjustments		13 84
Total		$631,871 15
Deductions from deficit:		
Over from pay roll	$50 87	
Sale of various articles left in cabs and on hand sale	420 50	
Cash from cab starter (not called for by passenger)	90 00	
Checks issued, more than six months old and not cashed	69 47	
Sale of old material — not equipment	42 00	
		672 84
Deficit June 30, 1920		$631,198 31

Taxes

CLASS OF TAX	Levied during year	Paid during year	Charged to income
Personal property, New York City, 1920	$321 45	$321 45	$1,845 66
Personal property, City of Utica, 1919	18 83	18 83	18 83
Personal property, county tax, City of Utica, 1919	47 62	47 62	47 62
Gross earnings, state	2,243 06	2,243 06	2,243 06
Capital stock, state	170 80	170 80	170 80
Capital stock, federal	479 00	479 00	479 00
Total	$3,280 36	$3,280 76	$4,804 97

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Westcott Express Company

Traffic Statistics, New York City.— Approximate number of pieces handled: July, 1919, [4] 10,235; August, 84,216; September, 100,221; October, 53,858; November, 40,396; December, 41,530; January, 1920, 39,471; February, [5] 26,373; March, 36,777; April, 38,665; May, 44,338; June, 67,872; total, 583,952.

Accidents.— Number during year: Automobile, 78; horse-drawn wagons, 3; other, 56. Number involving personal injury: automobile, 38; horse-drawn wagons, 2; other, 41.

Employees and Wages

OCCUPATION OR TRADE	NUMBER ON LAST PAYROLL OF Sept., 1919	Dec., 1919	Mar., 1920	June, 1920	Aggregate compensation during year
Officers	2	2	2	2	$8,891 64
Agents	82	72	73	84	42,443 58
Clerks	272	126	74	84	81,395 80
Solicitor	51	3	20	31	7,158 22
Superintendent	1	1	1	1	1,215 00
Foremen	6	5	6	4	2,672 32
Porters	260	50	35	51	26,178 29
Chauffeurs' baggage	430	187	125	145	88,782 39
Wagon drivers	35	10	7	14	8,583 97
Drivers' helpers	2	2	—	1	185 37
Chauffeurs' helpers' baggage	475	194	134	143	63,819 94
Master of transportation	14	3	3	10	5,125 79
Miscellaneous	22	16	9	9	6,164 63
Total	1,652	671	489	579	$342,616 94

Classified Weekly Earnings According to the Last Payroll of the Year

OCCUPATION OR TRADE	NUMBER OF FULL-TIME EMPLOYEES EARNING — Less than $7	$7 but under $10	$10 but under $12	$12 but under $13.50	$15 but under $17.50	$17.50 but under $20	$20 but under $25	$25 and above	Total number	Total week's earnings of full-time employees	Number of part-time employees	Total week's earnings of part-time employees
Officers								2	2	$178 85		
Agents	6	1						29	36	870 61	48	$305 36
Clerks					7		9	33	49	1,294 66	35	352 27
Solicitors								10	10	270 00	21	191 00
Superintendent						1			1	18 00		
Foremen							1	1	2	52 23	2	18 33
Porters								20	20	540 00	31	271 00
Master of transportation								3	3	108 46	7	39 50
Chauffeurs, baggage							7	59	66	1,278 29	79	746 60
Wagon drivers						4	5		9	183 46	5	17 24
Drivers' helpers					1				1	15 00		
Chauffeurs' helpers, baggage						1		64	65	932 01	78	606 70
Miscellaneous	1						1	2	4	84 23	5	10 00
Total	7	1			8	6	23	223	268	$5,825 80	311	$2,558 00

Officers.— President, G. C. Taylor; First Vice-President, R. E M. Cowie; Second Vice-President, D. S. Elliott; Treasurer, J. F. Fargo; Secretary, F. P. Small; Comptroller, R. C. James; General Manager, C. G. Lambert.

Directors.— G. C. Taylor, R. E. M. Cowie, H. K. Brooks, J. L. Van Valkenburg, J. F. Fargo, D. S. Elliott, F. P. Small.

Main Business Office.— 65 Broadway, New York City.

Report verified by George C. Taylor, President, September 28, 1920.

[4] Owing to labor trouble there was no service from July 1st to 25th inclusive.
[5] Motor service was reduced on account of snow and ice in the streets.

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PART IV

STEAM RAILROAD COMPANIES

Year ended December 31, 1920

I. Summary of annual returns of First District lessor companies.

II. Summary of annual returns of First District operating companies.

III. Detail of operating expenses.

IV. Freight carried by Staten Island Rapid Transit Railway Company.

V. Suburban passenger traffic (from monthly returns):

- A. Long Island Railroad.
- B. Pennsylvania Terminal (Seventh Avenue).
- C. New York Central Railroad, including West Shore.
- D. New York, New Haven & Hartford Railroad.
- E. New York, Westchester & Boston Railway.

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TABLE I. SUMMARY OF ANNUAL RETURNS OF FIRST DISTRICT

Item	Long Island Rail-	
	Nassau Electric [2]	New York & Rockaway Beach [3]
Miles of road or first track	9.61	12.36
Income and Surplus		
Non-operating revenue:		
Income from lease of road	[9] [$60,000 00]	[10] $149,496 47
Miscellaneous rents	—	9,181 48
Interest	—	19,602 84
Gross income	—	$178,280 79
Deductions from gross income:		
Interest	—	$68,963 02
Rent	—	140,678 12
Other	—	936 95
Total	—	$210,578 09
Net corporate income	—	D $32,297 30
Accumulated balance, December 31, 1919	—	[12] 82,377 34
Dividends	—	.....
Net adjustments	—	Dr 166 79
Accumulated balance, December 31, 1920	—	[12] $49,913 25
Balance Sheet		
Assets side:		
Investments in road and equipment	—	$3,148,154 38
Accrued depreciations, Cr	—	84,479 74
Net investment	—	$3,063,674 64
Other investments	—	.....
Current assets	—	372,620 68
Unadjusted debits	—	125,599 00
Total	—	$3,561,894 32
Liabilities side:		
Funded debt	—	$1,964,000 00
Other permanent debts (and bills) owing associated companies [14]	—	.....
Current liabilities	—	[15] 547,981 07
Capital stock	—	1,000,000 00
Total	—	$3,511,981 07
Surplus or (D) deficit	—	$49,913 25

[1] Operation of Pennsylvania T. & T. and N. Y. & Rockaway Beach is entirely electrical, and of the Nassau Electric Lessor almost entirely.
[2] That portion along Atlantic avenue and eastward from Flatbush avenue.
[3] The Long Island, through title to securities, has exercised major part of voting power since March 14, 1901.
[4] The Long Island, through title to securities, has exercised major part of voting power since Sept. 15, 1904.
[5] Entire capital stock owned by N. Y., Brooklyn & Manhattan Beach. See preceding note.
[6] Controlled by Penn. R. R. through stock ownership.
[7] Includes 7.73 miles outside New York City.
[8] As of Dec. 31, 1918.

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LESSOR STEAM RAILROADS,[1] YEAR ENDED DECEMBER 31, 1920

ROAD COMPANY, LESSEE		PENNSYLVANIA RAILROAD, LESSEE	STATEN ISLAND RAPID TRANSIT, LESSEE	
New York, Brooklyn & Manhattan Beach[4]	Glendale & East River[5]	Pennsylvania Tunnel & Terminal[6]	Staten Island Railway	Total
17.25	0.37	[7] 13.68	[8] 12.65	65.92
$118,800 00	$1.00	—	—	$268,297 47
.....	.....	—	—	9,181 48
418 14	.....	—	—	20,020 98
$119,218 14	$1 00	(11)	(11)	$297,499 93
$86,300 00	.....	—	—	$155,263 02
.....	.....	—	—	140,678 12
.....	.....	—	—	936 95
$86,300 00	.....	(11)	(11)	$296,878 09
$32,918 14	$1 00	(11)	(11)	$621 84
D 392,181 07	42 00	D $5,087,722 10	[12] D $251,024 48	D 5,648,508 31
32,500 00	.....	.....	.....	32,500 00
Cr 8,263 41	.....	Dr 9,025 00	.....	Dr 928 38
D $383,499 52	$43 00	D $5,096,747 10	[13] D $251,024 48	D $5,681,314 85
$2,342,678 64	$169,664 95	$109,056,108 23	$1,512,581 34	$116,229,187 54
.....	.....	.....	110,076 07	194,555 81
$2,342,678 64	$169,664 95	$109,056,108 23	$1,402,505 27	$116,034,631 73
70,616 46	.....	1,852,476 05	1,709 28	1,924,801 79
36,588 14	93 00	1,529 09	32,233 47	443,064 38
.....	7,460 00	.....	.....	133,059 00
$2,449,883 24	$177,217 95	$110,910,113 37	$1.436,448 02	$118,535,556 90
$1,726,000 00	.....	.....	$511,000 00	$4,201,000 00
12,000 00	$169,714 95	$91,006,860 47	126,472 50	91,315,047 92
95,382 76	.....	.....	.....	643,363 83
1,000,000 00	7,460 00	25,000,000 00	1,050,000 00	28,057,460 00
$2,833,382 76	$177,174 95	$116,006,860 47	$1,687,472 50	$124,216,871 75
D $383,499 52	$43 00	D $5,096,747 10	D $251,024 48	D $5,681,314 85

[9] The Nassau Electric is an operating street railway in whose income statement (Part II, Table XVI) the $60,000.00 is included; hence the item is bracketed here and not included in the total.

[10] Includes a deduction of $27,341.65 for railway tax accruals payable by lessor under terms of lease.

[11] There is no separate income for lessor receipts and disbursements of all kinds being included with those of the lessee.

[12] Accumulated surplus of Dec. 31, 1919, includes $78,773.84, additions to property through income and surplus, entered as reserves in 1915. Net adjustments include $274.69, Additions to property through income and surplus. Accumulated balance, Dec. 31, 1920, includes the sum.

[13] Deficit decreased by $459.84 additions to property through income and surplus.

[14] Includes obligations for construction advances and matured funded debt owing to associated companies.

[15] Includes $8,578.51, Tax liability, and $416.00 other unadjusted credits.

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TABLE II. SUMMARY OF ANNUAL RETURNS OF FIRST DISTRICT OPERATING STEAM

Items	Staten Island Rapid Transit Railway [1]
Track Mileage, December 31st	
Miles of line	[2] 23.54
Miles of running track	[2] 47.34
Miles of all track	[2] 109.80
Increase over 1919	.06
Equipment December 31st [7]	
Passenger cars	91
Baggage and express cars	2
Freight — service cars	[8] 1
Company — service cars	3
Locomotives	27
Steamboats and tugboats	2
Barges, car floats and canal boats	.....
Car Movement (miles)	
Passenger	2,588,575
Other passenger — train cars	15,921
Freight	1,135,179
Company-service	79,099
Locomotive	1,361,843
Passenger and Freight Movement	
Number of revenue passengers	13,011,958
Increase over 1919	2,807,447
Passenger mileage	69,614,069
Tons of revenue freight	4,088,645
Ton-miles of revenue freight	19,049,182
Number of cars handled (loaded and empty)	N. R.
Accidents [10]	
Total persons killed	*12*
Passengers	1
Employees	5
Others	6
Total persons injured	*59*
Passengers	4
Employees	45
Others	10
Employees and Wages	
Number of officers and employees [11]	1,798
Total compensation	$3,295,387 97

[1] Includes the figures of the lessor, Staten Island Railway.
[2] Of this mileage, 0.08 is in New Jersey.
[3] Of which only the following is owned: line, 8.06 miles, running track, 16.12 and all track, 17.02.
[4] All track reported as yard track and sidings.
[5] Of this only 0.15 is owned, remainder belonging to proprietary Havemeyers & Elder, Inc.
[6] Actual increase in 1920 was only .07; 1919 figures were corrected to 1.47 too late for publication in the 1919 report.

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RAILROADS, YEAR ENDED DECEMBER 31, 1920: (A) Physical and operating statistics

Brooklyn Eastern District Terminal	Jay Street Connecting Railroad	New York Dock Railway	Degnon Terminal Railroad	New York Connecting Railroad	Total
.....	.64	1.36	.....	[8] 19.59	45.13
.....	.64	2.35	.....	[8] 39.18	89.51
[4,5] 9.24	.64	10.62	1.54	[8] 40.08	171.92
D .63	.....	.11	[6] .18	D 7.46	D 7.74
.....	.....	.....	.....	.....	91
.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	1
.....	.....	.....	.....	.....	3
[9] 10	3	7	1	.....	48
[9] 4	.....	2	.....	.....	8
[9] 15	.....	6	.....	.....	21
.....	.....	.....	.....	.....	2,588,575
.....	.....	.....	.....	.....	15,921
.....	.....	.....	.....	6,096,829	——
.....	.....	.....	.....	26,906	——
N. R.	2,925	98,418	N. R.	184,837	——
.....	.....	.....	.....	.....	13,011,958
——	——	——	——	——	2,807,447
.....	.....	.....	.....	.....	69,614,069
N. R.	N. R.	N. R.	N. R.	N. R.	——
N. R.	N. R.	N. R.	N. R.	111,233,840	——
59,022	22,508	20,576	9,948	N. R.	——
1	.....	*1*	.....	.....	*14*
.....	.....	.....	.....	.....	1
1	.....	.....	.....	.....	6
.....	.....	1	.....	.....	7
115	*17*	*22*	.....	.....	*213*
.....	.....	.....	.....	.....	4
115	15	22	.....	.....	107
.....	2	.....	.....	.....	12
323	23	129	16	(12)	2,289
$598,119 25	[13] $37,475 77	$192,476 33	$19,986 51	(12)	$4,143,445 83

[7] In service of respondent.
[8] Caboose.
[9] Leased.
[10] Figures here tabulated for the first four companies are derived from reports filed with the Accident Bureau of this Commission at the time of the accident.
[11] At the middle of October, the last date reported.
[12] Payroll charges of N. Y. Connecting included with those of N. Y., New Haven & Hartford.
[13] Officers receive no compensation.

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TABLE II. Summary of annual returns of First District operating

Items	Staten Island Rapid Transit Railway [1, 2]	Brooklyn Eastern District Terminal [1, 3]
Income Account		
Operating revenues:		
Passenger	$1,169,248 45	.....
Freight	1,005,750 68	$1,077,392 43
Switching	20 00	81 00
Ferry	155,024 73	4,766 25
Other transportation	14,010 90	.....
Other operating	73,003 98	106,002 70
Total	$2,417,058 74	$1,188,242 38
Operating expenses:		
Maintenance of way and structures	$627,056 87	$142,653 05
Maintenance of equipment	401,424 93	346,653 49
Traffic	19,407 50	1,665 19
Transportation	1,537,801 95	743,037 76
General and miscellaneous	145,354 66	54,726 72
Total	$2,731,045 91	$1,288,736 21
Taxes (railway operations)	159,898 27	76,027 64
Uncollectible railway revenues	1,519 09	.....
Total revenue deductions	$2,892,463 27	$1,364,763 85
Operating income (transportation)	D $475,404 53	D $176,521 47
Other income	[6] 771,861 66	305,383 19
Gross income	$296,457 13	$128,861 72
Deductions from gross income:		
Interest and other	$249,135 38	$2,988 57
Rent	264,084 79	410,302 92
Total	$513,220 17	$413,291 49
Net corporate income or (D) deficit	D [2] $216,763 04	[3] D $284,429 77
Accumulated balance, December 31, 1919	[7] 1,853,669 74	[8] D 165,899 99
Dividends	.....	.....
Net adjustments	[2] Cr 219,374 79	[3] Cr 199,387 86
Accumulated balance, December 31, 1920	$1,856,281 49	D $250,941 90
Balance Sheet		
Assets side:		
Investment in road and equipment	$7,765,828 49	$26,429 54
Accrued amortization (depreciation)	182,324 09	14,126 02
Investment in road and equipment	$7,583,504 40	$12,303 52
Other investments	464,641 06	1,100 00
Current assets	2,565,627 09	254,001 52
Deferred assets and unadjusted debits	1,629,737 78	435,352 07
Total	$12,243,510 33	$702,757 11
Liabilities side:		
Capital stock	$500,000 00	$110,000 00
Funded debt	5,000,000 00	.....
Non-negotiable debt to affiliated cos	575,000 00	5,250 00
Current liabilities	2,158,507 31	332,923 01
Deferred liabilities and unadjusted credits	2,153,721 53	405,334 00
Total	$10,387,228 84	$853,507 01
Surplus or (D) deficit	1,856,281 49	D 150,749 90
Increase in gross fixed capital during year	$12,581 80	$567 50

[1] Includes Federal Income Accounts for January & February, 1920.

[2] Federal Income account shows items as follows: Operating revenues, $296,115.10; operating expenses, $448,416.96; taxes, $37,350.80; uncollectible railway revenue, $673.47; operating loss, $190,326.13; non-operating income, $3,625.34; deductions from gross income, $30,062.25; net operating loss, $216,763.04. This loss, which is not taken into the corporate Profit & Loss account, is included as a credit under net adjustments.

[3] Federal Income account shows items as follows: Operating revenues, $165,014.28; operating expenses, $350,852.23; taxes, $13,046.84; operating loss, $198,884.79; deductions from gross income, $503.07; net operating loss, $199,387.86. This loss, which is not taken into the corporate Profit & Loss account is included as a credit under Net adjustments.

[4] Includes Federal Income accounts, with the exception of operating revenues, for January and February, 1920, as follows: Operating expenses, $143,510.78; taxes, $61,222.14; operating loss,

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am railroads, year ended December 31, 1920: (B) Financial data

Jay Street Connecting Railroad	New York Dock Railway	Degnon Terminal Railroad	New York Connecting Railroad [4]	Total
.....	.....	.....	$127,728 71	$1,296,977 16
$88,637 38	$379,064 81	.....	1,633,948 08	4,096,156 00
.....	809 34	$19,801 14	.....	109,348 86
.....	1,798 76	.....	.....	161,589 74
.....	.....	.....	.....	14,010 90
.....	20,161 61	.....	.....	199,168 29
$88,637 38	$401,834 52	$19,801 14	[5] $1,761,676 79	$5,877,250 95
$2,383 86	$73,428 58	$5,206 88	$160,330 16	$1,011,059 40
14,033 60	147,288 05	157 30	185,765 39	1,095,322 76
.....	3,556 93	.....	.....	24,629 62
54,513 46	308,862 57	15,215 69	674,950 06	3,334,381 49
3,327 73	47,828 12	767 80	9,356 36	261,361 39
$74,258 65	$580,964 25	$21,347 67	$1,030,401 97	$5,726,754 66
8,315 01	1,634 54	3,048 87	365,756 74	614,681 07
.....	.....	.....	.....	1,519 09
$82,573 66	$582,598 79	$24,396 54	$1,396,158 71	$6,342,954 82
$6,063 72	D $180,764 27	D $4,595 40	$365,518 08	D $465,703 87
.....	3,343 47	571 26	3,986,587 46	5,067,747 04
$6,063 72	D $177,420 80	D $4,024 14	$4,352,105 54	$4,602,043 17
.....	.....	$1,032 93	$1,419,701 02	$1,672,857 90
$6,335 34	$15,200 00	.....	569,959 15	1,265,882 20
$6,335 34	$15,200 00	$1,032 93	$1,989,660 17	$2,938,740 10
D $271 62	D $192,620 80	D $5,057 07	[4] $2,362,445 37	$1,663,303 07
[9] 97,332 13	D 287,641 72	D 58,775 87	[4] D 2,624,037 32	D 1,185,353 03
.....	.....	.....	.....	.....
.....	Dr 3,583 05	Cr 8,855 61	[4] Cr 236,971 20	Cr 661,006 41
$97,060 51	D $483,845 57	D $54,977 33	D $24,620 75	$1,138,956 45
$97,651 89	$484,277 84	$29,840 33	$27,946,967 05	$36,350,995 14
9,156 86	105,861 50	.....	.....	311,468 47
$88,495 03	$378,416 34	$29,840 33	$27,946,967 05	$36,039,526 67
.....	5,000 00	10,000 00	.....	480,741 06
40,412 84	133,957 92	1,762 47	3,007,565 97	6,003,327 81
7,148 29	21,367 82	9,309 71	2,570,720 93	4,673,636 60
$136,056 16	$538,742 08	$50,912 51	$33,525,253 95	$47,197,232 14
$20,000 00	$3,000 00	(10)	$3,000,000 00	$3,633,000 00
.....	.....	.....	24,000,000 00	29,000,000 00
.....	433,493 83	.....	20,000 00	1,033,743 83
16,016 08	510,556 56	$105,889 84	6,069,022 15	9,192,914 95
2,979 57	75,537 26	.....	460,852 55	3,098,424 91
$38,995 65	$1,022,587 65	$105,889 84	$33,549,874 70	$45,558,083 69
97,060 51	D 483,845 57	D 54,977 33	D 24,620 75	1,239,148 45
D $8,000 00	D $34,123 45	$703 27	$79,901 03	$51,630 15

$204,732.92; non-operating income, $15,965.80: deductions from gross income, $48,204.08; net operating loss, $236,971.20. This loss, which is not taken into the corporate Profit & Loss account, is included as a credit under Net adjustments.

[4] Covers the period from March 1 to December 31, 1920.

[5] The company transfers nothing to Profit & Loss, as the loss for the corporation $236,275.72 transferred to the Baltimore and Ohio R. R. Co., owner of all the stock, is shown under other income as Contributions from other companies.

[7] Includes $50,202, additions to property through income and surplus.

[8] Corporate surplus; figure reported by company at close of 1919 represented combined corporate and federal surplus.

[9] Includes $15,927.29, additions to property through income and surplus.

[10] Permission to issue stock has not been obtained from this Commission.

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TABLE III. DETAILS OF OPERATING EXPENSES OF FIRST DISTRICT STEAM ROADS, 1920: (A) Class I roads[1]

Item	Staten Island Rapid Transit Railway	Brooklyn Eastern District Terminal
Maintenance of Way and Structures:		
Superintendence	$24,486 48	$17,331 89
Roadway maintenance	76,362 28	[2] 4,129 99
Bridges, trestles and culverts	27,746 09	.....
Ties	65,611 99	[2] 2,005 65
Rails	5,013 82	[2] Cr 4,949 49
Other track material	22,963 14	[2] 4,621 50
Ballast	13,906 36	[2] Cr 5,509 12
Track laying and surfacing	184,406 61	6,166 26
Right-of-way fences	1,201 25	.....
Crossings and signs	27,046 30	[2] 5,979 86
Station and office buildings	[3] 46,946 15	[2] 8,310 86
Shops and engine houses	6,482 75	[2] 1,905 65
Storage warehouses	.....	[2] 6,712 98
Wharves and docks	10,382 78	[2] 83,379 26
Telegraph and telephone lines	5,038 11	.....
Signals and interlockers	44,855 58	.....
Paving	.....	2,804 42
Small tools and supplies	[4] 6,550 86	375 80
Removing snow, ice and sand	47,781 92	1,105 33
Assessments for public improvements	990 05	.....
Injuries to persons and property	2,050 19	5,214 50
Insurance	6,385 40	2,645 73
Stationery and printing	724 69	421 98
Other expenses	124 07	.....
Total	$627,056 87	$142,653 05
Maintenance of Equipment:		
Superintendence	$15,873 47	$10,988 85
Shop machinery	17,297 09	[2] 1,718 90
Steam locomotives	[2] 247,349 74	[2] 30,071 87
Passenger train cars	[2] 87,821 86	.....
Freight train cars	.....	6,331 13
Floating equipment	[2] 22,836 62	[2] 248,472 74
Work equipment	[2] 6,610 65	417 28
Miscellaneous equipment	.....	[2] 2,199 61
Injuries to persons	728 47	5,198 15
Insurance	1,518 33	40,826 40
Stationery and printing	1,004 01	428 56
Other expenses	384 69	.....
Total	$401,424 93	$346,653 49
Traffic:		
Superintendence	$12,168 13	.....
Outside agencies	2,084 75	.....
Advertising	1,404 94	$105 00
Traffic associations	204 38	1,560 19
Insurance	.....	.....
Stationery and printing	3,545 30	.....
Total	$19,407 50	$1,665 19
Transportation:		
Superintendence	$43,750 68	$34,601 94
Station employees	[5] 207,645 68	177,059 51
Station supplies and expenses	17,127 58	9,224 34
Yardmasters and yard clerks	3,681 15	29,819 85
Yard conductors and brakemen	6,569 15	42,736 16
Yard enginemen	[6] 10,199 90	15,063 35
Fuel for yard locomotives	7,780 90	38,276 71
Water for yard locomotives	729 96	1,131 69
Lubricants for yard locomotives	.....	444 57
Other supplies for yard locomotives	.....	423 92
Engine house expenses — yard	1,502 39	18,598 78

[1] Companies having an annual operating revenue above $1,000,000.
[2] Includes depreciation.
[3] Includes Roadway buildings, $289.97; Water stations, $6,846.91; and Fuel stations, $3,838.57.
[4] Includes Roadway machines, $357.66.
[5] Includes Dispatching trains, $8,039.67.
[6] Includes Switch and signal tenders, $6,481.70.

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TABLE III. Details of operating expenses of First District steam roads, 1920: (B) Class III roads[1]

Item	Jay Street Connecting Railroad	New York Dock Railway	Degnon Terminal Railroad
Maintenance of way and structures:			
Superintendence	$213 41	$1,783 91	.....
Road maintenance	2,154 47	19,485 94	$5,180 00
Maintaining buildings, etc	.....		26 88
Maintaining ancillary structures	.....	51,167 62	.....
Depreciation of way and structures	.....	.....	.....
Miscellaneous expenses	15 98	.....	.....
Other way-and-structure expenses	.....	991 11	.....
Total	$2,383 86	$73,428 58	$5,20 88
Maintenance of equipment:			
Superintendence	.....	$3,625 48	.....
Repairs of machinery and other apparatus	.....	9 61	.....
Locomotive repairs	$11,538 87	37,962 91	$157 30
Car repairs	.....	130 64	.....
Locomotive depreciation and retirements	.....	2,863 36	.....
Equipment depreciation and retirements	2,478 74	.....	.....
Floating equipment repairs	.....	60,633 06	.....
Floating equipment depreciation and retirements	.....	14,424 49	.....
Floating equipment, repairs	.....	6 84	.....
Work equipment repairs			.....
Miscellaneous equipment expenses	15 99	27,631 66	.....
Total	$14,033 60	$147,288 05	$157 30
Traffic:			
Traffic expenses	.....	$3,556 93	.....
Transportation — rail line:			
Superintendence and dispatching	.....	$10,095 87	.....
Station service	.....	98,060 71	$3,081 62
Yard enginemen and motormen	.....	8,574 61	8,879 09
Other yard employees	.....	28,003 15	
Fuel for yard locomotives	.....	18,902 08	2,651 31
Power for yard locomotives	.....	.....	.....
Miscellaneous yard expenses	.....	16,116 25	603 67
Train employees	$36,690 77	.....	.....
Fuel for train locomotives	15,106 17	.....	.....
Other train expenses	2,427 71	670 83	.....
Train supplies and expenses			.....
Injuries to persons	145 17	.....	.....
Loss and damage	143 64	5,845 20	.....
Other casualty expenses	.....	16,791 63	.....
Other rail transportation expenses	.....	105,802 24	.....
Total	$54,513 46	$308,862 57	$15,215 [illegible]
General:			
Administration	.....	$42,254 37	
Insurance — general	$1,839 51	237 20	$767 [illegible]
Other general expenses	1,488 22	5,336 55	.....
Total	$3,327 73	$47,828 12	$767 80
Total railway operating expenses	$74,258 65	$580,964 25	$21,347 67

[1] Companies having annual operating revenues below $100,000.

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TABLE V. SUBURBAN TRAFFIC: (A) Long Island Railroad (including rapid transit [1]), 1920
(1) Total passengers by classes, and commuters by stations

Classes of Passengers and Stations	January	April	July	October	Six Months — January–June 1920	Six Months — July–December 1920	Year Ended — June 30, 1920	Year Ended — December 31, 1920
Total Number of Passengers Carried (All Stations)								
Commuter [2]	1,989,140	2,205,250	3,462,680	2,408,550	12,552,949	17,030,214	26,273,989	29,583,163
"Local Electric" [1]	934,223	885,594	807,560	1,018,149	5,372,585	6,140,319	10,285,202	11,512,904
Thereof sold at Flatbush avenue	*356,344*	*307,681*	*267,639*	*340,664*	*1,899,922*	*2,064,140*	*3,700,412*	*3,964,062*
All other	1,247,582	2,003,863	4,241,036	2,395,811	13,213,010	18,434,743	28,710,605	31,647,753
Total	4,170,945	5,094,707	8,511,276	5,822,510	31,138,544	41,605,276	65,269,796	72,743,820
Passengers from and to New York City Terminals								
From Seventh avenue (Pennsylvania station)	758,948	786,300	1,413,753	961,098	5,091,109	6,807,822	10,617,992	11,898,931
To Seventh avenue (Pennsylvania station)	730,527	756,451	1,394,584	936,526	4,927,466	6,613,693	10,418,868	11,541,159
From Long Island City	39,273	45,619	107,156	51,645	299,983	477,844	603,383	777,827
To Long Island City	57,467	53,944	103,642	74,220	372,970	574,909	738,040	947,879
From Flatbush Avenue [3]	1,146,692	1,254,353	1,863,578	1,336,158	7,821,796	9,501,922	15,431,198	17,323,718
To Flatbush avenue [3]	1,101,725	1,205,163	1,790,497	1,283,761	7,515,067	9,129,305	14,826,266	16,644,372
Total	3,834,632	4,101,830	6,673,210	4,643,408	26,028,391	33,105,495	52,635,747	59,133,886
Commuters [4] Within New York City Limits								
Main line:								
Woodside [5]	11	13	10	10	79	60	160	139
Grand street	1	3	1	2	12	8	16	20
Forest Hills	625	631	544	602	3,748	3,438	6,795	7,186
Kew Gardens	479	511	451	554	2,987	3,045	5,258	6,032
Westbridge	6	5	3	11	27	57	49	84
Jamaica [6]	1,756	1,903	1,438	1,941	10,759	10,576	18,283	21,335
Hillside	181	188	165	235	1,103	1,263	1,930	2,366
Hollis	607	626	562	648	3,702	3,695	6,640	7,397
Queens	504	516	526	617	3,091	3,475	5,606	6,566
Bellaire	86	113	111	114	636	645	858	1,281

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TABLE V. Suburban traffic: (A) Long Island Railroad (including rapid transit[1]), 1920—Concluded
(1) Total passengers by classes, and commuters by stations—Concluded

Classes of Passengers and Stations	January	April	July	October	Six Months — January–June 1920	Six Months — July–December 1920	Year Ended — June 30, 1920	Year Ended — December 31, 1920
North Side division:								
Winfield	41	43	31	41	244	228	423	472
Elmhurst	151	150	127	133	873	772	1,566	1,645
Corona	89	87	69	68	518	435	1,013	953
Flushing [10]	712	764	609	732	4,434	4,080	7,743	8,514
Murray Hill	913	938	831	944	5,593	5,376	9,985	10,969
Broadway	308	303	289	320	1,839	1,844	3,422	3,683
Auburndale	47	45	48	57	280	332	569	612
Bayside	719	750	796	755	4,529	4,633	8,596	9,162
Douglaston	235	247	246	250	1,442	1,512	2,845	2,954
Little Neck	102	108	107	114	628	690	1,228	1,318
Whitestone branch:								
College Point	253	279	221	260	1,596	1,612	2,630	3,208
Malba	44	51	60	52	311	339	572	650
Whitestone	457	470	448	445	2,759	2,539	4,790	5,298
Whitestone Landing	212	331	267	241	1,474	1,485	2,828	2,959
Manhattan Beach division:								
Manhattan Beach	6	.....	.....	.....	7	1	10	8
Vanderveer Park	.....	1	.....	.....	1	.....	4	1
Kings Highway	.....	.....	.....	.....	.....	.....	.....	.....
South Greenfield	.....	.....	1	1	1	7	1	8
Total L. I. commuters within N. Y. C. limits	17,108	18,122	32,135	18,850	114,635	146,627	235,187	261,262
Total commuters on L. I. Railroad	32,149	34,507	55,229	37,985	214,484	270,439	430,341	484,923
(2) Passenger-car mileage								
Regular Passenger Service on Passenger Trains								
Steam trains: [11]								
Ordinary passenger cars	776,193	715,592	1,141,495	956,778	4,815,284	6,092,737	10,533,632	10,908,021
Parlor cars	33,562	27,291	87,476	52,313	228,350	372,271	581,850	600,621
Other cars [12]	124,851	113,956	213,500	178,389	812,613	1,104,832	1,907,500	1,917,445

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TABLE V. Suburban traffic: (B) Pennsylvania Railroad passengers in and out of Pennsylvania Terminal (Seventh Avenue)
(1) By years and half-years, Nov. 27, 1910[1] to Dec. 31, 1920

Period Ended —	Arrivals		Departures		Total	
	Six months	Year	Six months	Year	Six months	Year
Dec. 31, 1910	[2] 157,505	[2] 157,505	[2] 149,059	[2] 149,059	[2] 306,564	[2] 306,564
June 30, 1911	871,378	[2] 1,028,883	828,189	[2] 977,248	1,699,567	[2] 2,006,131
Dec. 31, 1911	950,815	1,822,193	991,186	1,819,375	1,942,001	3,641,568
June 30, 1912	933,420	1,884,235	938,899	1,930,085	1,872,319	3,814,320
Dec. 31, 1912	1,033,817	1,967,237	1,106,609	2,045,508	2,140,426	4,012,745
June 30, 1913	1,020,136	2,053,953	1,054,883	2,161,492	2,075,019	4,215,445
Dec. 31, 1913	1,088,274	2,108,410	1,208,453	2,263,336	2,296,727	4,371,746
June 30, 1914	1,042,899	2,131,173	1,066,093	2,274,546	2,108,992	4,405,719
Dec. 31, 1914	1,056,595	2,099,494	1,167,267	2,233,360	2,223,862	4,332,854
June 30, 1915	946,752	2,003,347	1,015,805	2,183,072	1,962,557	4,186,419
Dec. 31, 1915	1,071,417	2,018,169	1,178,815	2,194,620	2,250,232	4,212,789
June 30, 1916	1,125,088	2,196,505	1,206,928	2,385,743	2,332,016	4,582,248
Dec. 31, 1916	1,231,615	2,356,703	1,348,422	2,555,350	2,580,037	4,912,053
June 30, 1917	1,299,449	2,531,064	1,365,431	2,713,853	2,664,880	5,244,917
Dec. 31, 1917	1,601,001	2,900,450	1,726,407	3,091,838	3,327,408	5,992,288
June 30, 1918	1,769,004	3,370,005	1,875,469	3,601,876	3,644,473	6,971,881
Dec. 31, 1918	2,130,309	3,899,313	2,294,469	4,169,938	4,424,778	8,069,251
June 30, 1919	2,177,617	4,307,926	2,271,941	4,566,410	4,449,558	8,874,336
Dec. 31, 1919	2,680,101	4,857,718	2,869,265	5,141,206	5,549,366	9,998,924
June 30, 1920	2,937,176	5,617,277	2,915,066	5,784,331	5,852,242	11,401,608
Dec. 31, 1920	2,860,233	5,797,409	3,005,015	5,920,081	5,865,248	11,717,490

[1] Date of opening of terminal. [2] From November 27, 1910.

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TABLE V. Suburban traffic: (C) New York Central Railroad (including West Shore), 1920

Classes of Passengers and Stations	January	April	July	October	Six Months		Year Ended	
					January — June, 1920	July — December, 1920	June 30, 1920	December 31, 1920
Total Number of Passengers Arriving at and Departing from New York City, by Classes								
Commuter passengers between New York City terminals and stations outside city [1]	1,298,345	1,314,368	1,394,792	1,464,089	——	——	——	——
Commuter passengers within New York City [1]	168,770	175,184	112,376	132,809	——	——	——	——
All other passengers	777,378	779,986	1,084,864	928,153	——	——	——	——
Total	2,244,493	2,269,538	2,592,032	2,525,051	13,789,943	14,927,327	26,819,616	28,717,270
Passengers from and to New York City Terminals								
From Grand Central (Main line) [2]	387,461	427,037	491,879	463,540	2,483,553	2,785,060	4,825,299	5,268,613
To Grand Central (Main line) [2]	387,845	405,712	461,559	471,833	2,405,451	2,765,336	4,709,066	5,170,787
From Grand Central (Harlem division) [2]	416,997	419,993	437,961	451,697	2,528,979	2,576,368	4,803,420	5,105,347
To Grand Central (Harlem division) [2]	410,040	404,228	415,384	430,975	2,452,101	2,480,399	4,666,490	4,932,500
From Sedgwick Avenue (Putnam division)	43,704	45,581	45,423	46,926	274,240	275,167	521,747	549,407
To Sedgwick Avenue (Putnam division)	44,933	46,293	46,038	48,506	281,272	281,517	534,160	562,789
From 42d St. and Cortlandt St. (West Shore)	275,838	257,224	353,223	302,802	1,680,675	1,878,135	3,365,838	3,558,810
To 42d St. and Cortlandt St. (West Shore)	277,675	263,470	340,565	308,772	1,683,672	1,885,345	3,393,596	3,569,017
Total	2,244,493	2,269,538	2,592,032	2,525,051	13,789,943	14,927,327	26,819,616	28,717,270
Commuters between New York City Terminals and Stations Outside the City								
Grand Central (Main line) [2]	388,611	409,181	423,076	452,756	——	——	——	——
Grand Central (Harlem division) [2]	416,457	421,838	460,673	476,284	——	——	——	——
Sedgwick Avenue (Putnam division)	59,144	58,402	50,656	58,171	——	——	——	——
42d St. and Cortlandt St. (West Shore)	434,133	424,947	460,387	476,878	——	——	——	——
Total	1,298,345	1,314,368	1,394,792	1,464,089	——	——	——	——

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TABLE V. Suburban traffic: (D) New York, New Haven and Hartford Railroad, 1920

Classes of Passengers and Terminals	January	April	July	October	Six Months — January–June, 1920	Six Months — July–December, 1920	Year Ended — June 30, 1920	Year Ended — December 31, 1920
Total Number of Passengers Arriving at and Departing from New York City, by Classes								
Commutation passengers between N. Y. City terminals and stations outside city	614,343	626,122	688,763	660,886	3,799,700	3,966,410	7,337,546	7,766,110
All other passengers	675,612	719,215	932,810	746,417	4,258,521	4,927,462	8,766,093	9,185,983
Total	1,289,955	1,345,337	1,621,573	1,407,303	8,058,221	8,893,872	16,103,639	16,952,093
Total Number of Passengers from and to New York City, by Terminals								
From Grand Central[1]	652,175	676,622	793,908	688,815	4,037,121	4,334,949	7,929,681	8,372,070
Commutation passengers	301,173	295,870	299,657	308,208	1,802,366	1,823,793	3,406,912	3,626,159
All other passengers	351,002	380,752	494,251	380,607	2,234,755	2,511,156	4,522,769	4,745,911
To Grand Central[1]	610,011	641,344	749,817	682,461	3,805,029	4,282,783	7,667,422	8,087,812
Commutation passengers	285,676	303,156	312,064	317,251	1,783,352	1,869,583	3,428,780	3,652,935
All other passengers	324,335	338,188	437,753	365,210	2,021,677	2,413,200	4,238,642	4,434,877
From Harlem River	14,487	14,648	43,475	18,623	115,601	147,759	272,209	263,360
Commutation passengers	14,434	14,615	43,310	18,563	115,238	147,237	271,216	262,475
All other passengers	53	33	165	60	363	522	993	885
To Harlem River	13,282	12,723	34,373	17,404	100,470	128,381	234,327	228,851
Commutation passengers	13,060	12,481	33,732	16,864	98,744	125,797	230,638	224,541
All other passengers	222	242	641	540	1,726	2,584	3,689	4,310
Total, commutation passengers	614,343	626,122	688,763	660,886	3,799,700	3,966,410	7,337,546	7,766,110
Total, other passengers	675,612	719,215	932,810	746,417	4,258,521	4,927,462	8,766,093	9,185,983
Grand total, all passengers	1,289,955	1,345,337	1,621,573	1,407,303	8,058,221	8,893,872	16,103,639	16,952,093

[1] Includes traffic of 125th Street station.

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TABLE II. WATER-GAS SETS, DECEMBER 31, 1920, AND YEAR'S INCREASE BY COMPANIES AND STATIONS

Company and Station	Number of sets	Generator		24-hour capacity	Increase or (D) Decrease in Year	
		Height	Diameter		In number	In capacity
Consolidated System		ft. in.	ft. in.	cu. ft.		
Consolidated Gas	*18*	— —	— —	*34,000,000*	.....	.....
21st street and East river, Manhattan	1	16 ..	9 ..	28,500,000	.....	.....
	8	14 8	12 ..			
	5	15 3	12 ..			
99th street and East river, Manhattan	4	14 8	10 ..	5,500,000	.....	.....
Astoria L., H. & P.:						
Astoria, Long Island	12	19 8	12 ..	30,000,000	.....	.....
New Amsterdam Gas	*16*	— —	— —	*36,000,000*	.....	.....
Long Island City	8	15 8	11 ..	36,000,000	.....	.....
	8	16 8	12 ..			
Central Union Gas	*5*	— —	— —	*8,000,000*	.....	.....
139th street and East river, Bronx	2	15 7½	12 ..	8,000,000	.....	.....
	1	15 7½	12 ..			
	1	16 3	11 ..			
	1	14 ..	10 ..			
Standard Gas Light	*7*	— —	— —	*10,500,000*	.....	.....
115th street and East river, Manhattan	4	7 3	11 ..	6,000,000	.....	.....
	3	8 9	11 ..	4,500,000	.....	.....
N. Y. Mutual Gas Light:						
Avenue D, between 11th and 12th streets	12	16 ..	12 ..	24,000,000	.....	.....
Northern Union Gas:						
West Farms road and 173d street[2]	2	11 9	6 6	450,000	.....	.....
N. Y. & Queens Gas	*3*	— —	— —	*2,750,000*	.....	.....
Flushing, Long Island	2	14 ..	7 6	1,500,000	.....	.....
	1	14 9	8 6	1,250,000	.....	.....
Total	75	— —	— —	145,700,000	—	—

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TABLE III. AUXILIARY GAS-WORKS APPARATUS, 1920

Company	Boilers[1]				Engines[1,2]				Oil Storage Tanks				Condensers			
	Installed within the year	Withdrawn within the year	In Place at Close of Year		Installed within the year	Withdrawn within the year	In Place at Close of Year		Installed within the year	Withdrawn within the year	In Place at Close of Year		Installed within the year	Withdrawn within the year	In Place at Close of Year	
			Number of units	Total capacity			Number of units	Total capacity			Number of units	Total capacity			Number of units	Total capacity
				(*h. p.*)				(*h. p.*)				(*gals.*)				(*M cu. ft. per 24 hrs.*)
Consolidated System																
Consolidated Gas		(17) 323	39	9,206	(1) 160	[3](30) 661	[15] 65	[15] 6,046½	(3) 3,300		[4] 65	[4] 1,384,997		(3) 5,000	19	51,820
Astoria L., H. & P.			21	9,113½			66	7,403			2	2,000,000			13	60,500
New Amsterdam Gas			[5] 13	6,330	(1) 150	(2) 75	[6] 42	5,136½			4	1,684,420			13	36,000
Central Union Gas			10	2,625			31	1,877			2	435,000			8	14,000
Standard Gas Light			12	2,802	(1) 60		22	1,619			2	300,000			4	13,330
N. Y. Mutual Gas Light			11	3,945	(2) 100	(2) 10	20	1,247			[7] 2	[7] 750,000			5	28,000
Northern Union Gas			5	490												
N. Y. & Queens Gas			4	511			[8] 3	[8] 154			2	188,000			3	2,000
Total		(17) 323	115	35,022½	(5) 470	(34) 746	249	23,483	(3) 3,300		79	6,742,417		(3) 5,000	65	205,650
Brooklyn Union System																
Brooklyn Union Gas	(2) 1,124	(5) 900	66	16,843	[9] (8) 1,510	[9,10] (2) 75	[11] 133	[11] 17,208			24	5,694,791			35	89,300
Newtown Gas			2	500			[12] 4	[12] 780								
Flatbush Gas			1	100			[13] 2	[13] 600								
Total	(2) 1,124	(5) 900	69	17,443	(8) 1,510	(2) 75	139	18,588			24	5,694,791			35	89,300
Other Companies																
Kings County Lighting			11	1,679	(1) 15		[13] 22	[13] 1,539			2	750,000			3	5,500
N. Y. & Richmond Gas			5	880			10	449½			2	124,690			4	2,900
Brooklyn Borough Gas			4	1,157			6	310	(1) 400,000		6	813,985			2	5,000
Queens Borough G. & E.			4	1,260			2	400			4	350,000			3	8,000
Bronx Gas & Electric											2	160,000				
Total			24	4,976	(1) 15		[13] 40	[13] 2,698½	(1) 400,000		16	2,198,675			12	21,400
Grand total	(2) 1,124	(22) 1,223	208	57,441½	(14) 1,995	(36) 821	[13] 428	[13] 44,769½	(4) 403,300		[14] 119	[14] 14,635,883		(3) 5,000	112	316,350

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TABLE III. Auxiliary gas-works apparatus, 1920 — Concluded

Company	Tar extractors: Installed within the year	Tar extractors: Withdrawn within the year	Tar extractors: In place at close of year: Number of units	Tar extractors: In place at close of year: Total capacity (M cu. ft. per 24 hrs.)	Scrubbers: Installed within the year	Scrubbers: Withdrawn within the year	Scrubbers: In place at close of year: Number of units	Scrubbers: In place at close of year: Total capacity (M cu. ft. per 24 hrs.)	Purifiers: Installed within the year	Purifiers: Withdrawn within the year	Purifiers: In place at close of year: Number of units	Purifiers: In place at close of year: Total capacity (M cu. ft. per 24 hrs.)	Station meters: Installed within the year	Station meters: Withdrawn within the year	Station meters: In place at close of year: Number of units	Station meters: In place at close of year: Total capacity (Cu. ft. per hr.)
Consolidated System																
Consolidated Gas	.....	.....	1	6,000	.....	(2) 3,000	19	45,000	.....	.....	14	41,420	.....	.....	16	2,229,834
Astoria L., H. & P.	.....	.....	12	52,500	.....	.....	14	53,500	.....	.....	32	50,500	.....	.....	10	3,000,000
New Amsterdam Gas	.....	.....	.....	.....	.....	.....	[1] 26	[1] 72,000	.....	.....	24	36,000	.....	.....	6	1,187,500
Central Union Gas	.....	.....	2	4,500	.....	.....	6	12,000	.....	.....	16	13,133	.....	.....	5	808,000
Standard Gas Light	.....	.....	2	10,000	.....	.....	[2] 5	[2] 10,000	.....	.....	10	10,000	.....	.....	5	480,000
N. Y. Mutual Gas Light	.....	.....	2	[3] [1,000]	.....	.....	16	28,000	.....	.....	8	24,000	.....	.....	5	1,000,000
N. Y. & Queens Gas	.....	.....	1	2,000	.....	.....	1	750	.....	.....	2	2,000	(1) 78,000	(1) 75,000	3	118,000
Total	.....	.....	20	[3] 75,000	.....	(2) 3,000	87	221,250	.....	.....	106	177,053	(1) 78,000	(1) 75,000	50	8,823,334
Brooklyn Union System																
Brooklyn Union Gas	.....	.....	5	30,000	.....	.....	34	82,000	.....	.....	64	73,500	.....	.....	26	3,215,664
Newtown Gas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	18,000
Flatbush Gas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	42,000
Total	.....	.....	5	30,000	.....	.....	34	82,000	.....	.....	64	73,500	.....	.....	28	3,275,664
Other Companies																
Kings County Lighting	.....	.....	.....	.....	.....	.....	5	5,000	.....	.....	8	7,000	.....	.....	3	727,000
N. Y. & Richmond Gas	.....	.....	2	3,400	.....	.....	4	2,900	.....	.....	2	1,750	.....	.....	2	180,000
Brooklyn Borough Gas	(1) 4,500	.....	2	6,900	.....	.....	2	2,000	.....	.....	3	3,000	.....	.....	2	218,000
Queens Borough G. & E.	.....	.....	2	6,000	.....	.....	2	3,100	.....	.....	3	4,500	.....	.....	1	200,000
Bronx Gas & Electric	.....	.....	1	1,000	.....	.....	.....	.....	.....	.....	2	1,000	.....	(1) 78,000	1	51,000
Total	(1) 4,500	.....	7	17,300	.....	.....	13	13,000	.....	.....	18	17,250	.....	(1) 78,000	9	1,376,000
Grand total	(1) 4,500	.....	32	[3] 122,300	.....	2) 3,000	134	316,250	.....	.....	188	267,803	(1) 78,000	(2) 153,000	87	13,474,998

[1] Includes 12 shaving scrubbers with an aggregate capacity of 36,000 M cu. ft.
[2] Shaving scrubbers.
[3] Capacity reported in gallons per hour, and so omitted from totals.

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TABLE IV. Gas holders, by companies and stations, 1920 — Concluded

Company and Location	In Use or Available December 31, 1920				Installed or (D) Removed in 1920	
	Number	Year built	Capacity (cu. ft.)	Number of lifts	Number	Capacity cu. ft.)
N. Y. Mutual Gas Light	*4*	—	*14,800,000*	—	.....	.....
Avenue D and 12th street, Manhattan	1	1897	4,300,000	4	.....	.....
	1	1907	5,000,000	5	.....	.....
12th street, east of Avenue D, Manhattan	1	1904	5,000,000	5	.....	.....
	[1] 1	1891	500,000	3	.....	.....
Northern Union Gas	*1*	—	*760,000*	—	*D 1*	*D 85,000*
West Farms road and 173d street	.....	.....	.....	.....	D 1	D 85,000
Webster avenue and 175th street	1	1895	760,000	3	.....	.....
N. Y. & Queens Gas	*3*	—	*1,350,000*	—	.....	.....
Flushing	1	1900	100,000	2	.....	.....
	[1] 1	1901	250,000	2	.....	.....
	1	1915	1,000,000	3	.....	.....
Total	50	—	119,236,000	—	D 1	D 85,000
Brooklyn Union System						
Brooklyn Union Gas	*36*	—	*33,241,000*	—	.....	.....
Third avenue and Degraw street	1	1887	985,000	3	.....	.....
	1	1878	252,000	2	.....	.....
	1	1878	284,000	2	.....	.....
5th and Smith streets	[1] 1	1882	100,000	2	.....	.....
	[1] 1	1889	246,000	2	.....	.....
	1	1889	493,000	2	.....	.....
	1	1889	245,000	2	.....	.....
12th street and Gowanus canal	1	1903	105,000	2	.....	.....
	1	1888	370,000	2	.....	.....
	1	1891	575,000	3	.....	.....
	1	1904	5,000,000	5	.....	.....
Plymouth and Gold streets	1	1872	320,000	2	.....	.....
	1	1851	296,000	2	.....	.....
	1	1851	299,000	2	.....	.....
	1	1851	301,000	2	.....	.....
Front and Bridge streets	1	1867	580,000	2	.....	.....
	1	1890	1,146,000	3	.....	.....
Keap street and Kent avenue	1	1872	370,000	2	.....	.....
39 Skillman street	1	1875	304,000	2	.....	.....
Rutledge street and Kent avenue	1	1886	1,056,000	2	.....	.....
Kent avenue and Cross street	[1] 1	1891	107,000	2	.....	.....
	[1] 1	1902	255,000	2	.....	.....
Maspeth street and Porter avenue	[1] 1	1893	430,000	3	.....	.....
5 Skillman street	1	.....	553,000	3	.....	.....
	1	1891	530,000	3	.....	.....

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TABLE V. GAS MAINS: (A) Changes within the year and status December 31, 1920

Company and Kind of Pipes	Laid within the year	Taken up within the year	Abandoned	In Service at Close of Year					
				Portion temporarily disused	Material			Total length [1]	
					Cast iron	Galvanized iron or steel	Wrought iron or steel	Feet	Miles
Consolidated System									
Consolidated Gas:									
Distribution — Manhattan	2,067	1,991	2,160	.....	4,313,900	.....	47,109	[2] 4,361,009	825.95
Distribution — Bronx	.....	.....	1,429	.....	77,523	.....	.....	77,523	14.68
Astoria L., H. & P.	.....	.....	.....	.....	.....	.....	3,687	3,687	0.70
New Amsterdam Gas:									
Distribution — Manhattan	41	41	47	.....	[3] 1,259,678	.....	1,745	[3,4] 1,261,423	238.91
Distribution — Queens	7,657	18	400	.....	[5] 499,471	.....	30,145	[5] 529,616	100.31
Central Union Gas	7,351	3	90	3,560	836,371	.....	18,927	[6] 855,298	161.99
Standard Gas Light:									
Distribution — Manhattan	[7] 281	5	.....	.....	171,612	.....	862,575	1,034,187	195.87
Distribution — Bronx	.....	[7] 281	.....	.....	1,169	.....	34,537	35,706	6.76
N. Y. Mutual Gas Light	[8] 355	824	.....	3,244	839,053	.....	56,594	895,647	169.63
Northern Union Gas	12,096	345	7,694	6,300	799,639	.....	134,892	934,531	176.99
N. Y. & Queens Gas	30,122	3,985	.....	.....	369,626	.....	314,095	683,721	129.49
Total — Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total — Distribution	59,970	7,493	11,820	13,104	9,168,042	.....	1,504,306	10,672,348	2,021.28
Brooklyn Union System									
Brooklyn Union Gas:									
Transmission	.....	.....	.....	.....	315,834	.....	151	315,985	59.86
Distribution	22,585	929	.....	.....	5,039,684	.....	80,756	5,120,440	969.78
Newtown Gas:									
Transmission	.....	.....	.....	.....	32,450	.....	100	32,550	6.16
Distribution	20,125	1,037	.....	.....	1,012,444	.....	66,860	1,079,304	204.41
Flatbush Gas:									
Transmission	.....	.....	.....	.....	27,905	.....	313	28,218	5.34
Distribution	5,584	6	.....	.....	632,197	.....	3,164	635,361	120.33
Woodhaven Gas Light:									
Transmission	.....	.....	.....	.....	24,179	.....	.....	24,179	4.58
Distribution	17,637	310	.....	.....	496,609	.....	19,958	516,567	97.83
Jamaica Gas Light:									
Transmission	.....	.....	.....	.....	8,133	.....	.....	8,133	1.54
Distribution	6,252	101	.....	.....	466,054	.....	8,706	474,760	89.92

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TABLE V. Gas mains: (B) Lengths, by diameter of pipe, December 31, 1920

Company and Kind of Pipe	Diameter of Pipe (inches)										
	1	1¼	1½	2	2½	3	4	5	6	8	10
Consolidated System											
Consolidated Gas:											
Distribution — Manhattan	.....	.....	1,246	4,474	.....	102,870	354,962	2,065	2,247,270	637,420	60,355
Distribution — Bronx	.....	.....	.....	.....	.....	.....	.....	.....	.....	9,935	.....
Astoria L., H. & P.	.....	.....	.....	.....	.....	3,687	.....	.....	.....	.....	.....
New Amsterdam Gas:											
Distribution — Manhattan	.....	.....	.....	.....	.....	141	49,136	.....	665,287	[1] 242,186	156
Distribution — Queens	.....	.....	.....	.....	.....	18,482	82,079	.....	224,641	63,303	2,170
Central Union Gas	.....	.....	2,868	633	.....	7,879	112,092	.....	388,677	189,442	.....
Standard Gas Light:											
Distribution — Manhattan	.....	.....	.....	.....	.....	.....	168,277	.....	360,681	208,662	124,955
Distribution — Bronx	.....	.....	.....	.....	.....	.....	3,053	.....	3,734	12,250	15,500
N. Y. Mutual Gas Light	.....	.....	.....	.....	.....	.....	328,779	.....	369,623	39,079	27,621
Northern Union Gas	.....	.....	.....	97,298	.....	19,284	73,757	.....	491,952	136,408	.....
N. Y. & Queens Gas	.....	.....	567	45,865	.....	70,996	397,479	.....	82,677	49,120	18,890
Total — Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total — Distribution	.....	.....	4,681	148,270	.....	223,339	1,569,614	2,065	4,834,542	1,587,805	249,647
Brooklyn Union System											
Brooklyn Union Gas:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,228	.....
Distribution	.....	1,040	5,803	22,443	.....	298,876	1,690,003	.....	1,975,945	440,725	139,580
Newtown Gas:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution	.....	23,634	8,617	31,720	.....	2,688	60,541	.....	681,781	154,081	40,940
Flatbush Gas:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution	330	741	.....	1,655	.....	49,027	167,823	.....	271,396	57,509	4,559
Woodhaven Gas Light:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution	.....	1,563	188	13,921	.....	6,395	111,106	.....	285,806	62,120	2,647
Jamaica Gas Light:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution	.....	1,412	771	4,388	.....	5,675	78,329	.....	313,198	32,621	.....
Richmond Hill & Q. C. Gas:											
Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution	.....	37	99	3,146	.....	1,016	34,553	.....	109,246	16,636	.....
Total — Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	7,228	.....
Total — Distribution	330	28,427	15,478	77,273	.....	363,677	2,142,355	.....	3,637,372	753,692	187,726

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TABLE V. Gas Mains: (B) Lengths, by diameter of pipe, December 31, 1920 — Concluded

Company and Kind of Pipe	Diameter of Pipe (inches)											Total all diameters
	12	14	16	18	20	24	30	36	42	48	60	
Consolidated System												
Consolidated Gas:												
Distribution — Manhattan	369,564	.....	103,700	29,619	206,286	38,840	163,080	9,933	.....	29,325	.....	4,361,009
Distribution — Bronx	768	.....	.....	.....	1,546	1,773	1,882	20,406	.....	41,213	.....	77,523
Astoria L., H. & P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,687
New Amsterdam Gas:												
Distribution — Manhattan	[1] 137,680	.....	64,036	.....	59,021	25,487	627	[1] 17,666	.....	.....	.....	[1] 1,261,423
Distribution — Queens	65,090	.....	8,015	.....	24,610	6,505	4,598	.....	.....	[2] 4,845	[2] 25,278	[2] 529,616
Central Union Gas	69,290	.....	14,486	.....	28,530	20,582	20,819	.....	.....	.....	.....	855,298
Standard Gas Light:												
Distribution — Manhattan	8,724	.....	15,393	.....	67,346	46,164	17,398	16,002	.....	585	.....	1,034,187
Distribution — Bronx	.....	.....	.....	.....	962	.....	.....	.....	.....	207	.....	35,706
N. Y. Mutual Gas Light	27,010	.....	64,560	.....	4,031	23,384	4,806	6,754	.....	.....	.....	895,647
Northern Union Gas	65,532	.....	228	.....	41,515	15	8,542	.....	.....	.....	.....	934,531
N. Y. & Queens Gas	7,941	.....	9,928	.....	36	222	.....	.....	.....	.....	.....	683,721
Total — Transmission	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total — Distribution	751,599	.....	280,346	29,619	433,883	162,972	221,752	70,761	.....	76,175	25,278	10,672,348
Brooklyn Union System												
Brooklyn Union Gas:												
Transmission	59,932	.....	31,068	.....	134,505	48,126	15,990	8,442	10,694	.....	.....	315,985
Distribution	419,257	290	95,045	.....	19,294	11,665	474	.....	.....	.....	.....	5,120,440
Newtown Gas:												
Transmission	393	.....	14,431	.....	1,788	3,746	12,192	.....	.....	.....	.....	32,550
Distribution	59,478	.....	6,700	.....	9,124	.....	.....	.....	.....	.....	.....	1,079,304
Flatbush Gas:												
Transmission	7,547	.....	12	.....	.....	1,481	11,745	.....	7,433	.....	.....	28,218
Distribution	48,881	.....	32,858	.....	582	.....	.....	.....	.....	.....	.....	635,361
Woodhaven Gas Light:												
Transmission	15,797	.....	.....	.....	.....	8,382	.....	.....	.....	.....	.....	24,179
Distribution	32,821	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	516,567
Jamaica Gas Light:												
Transmission	6,417	.....	.....	.....	.....	1,716	.....	.....	.....	.....	.....	8,133
Distribution	37,695	.....	671	.....	.....	.....	.....	.....	.....	.....	.....	474,760
Richmond Hill & Q. C. Gas:												
Transmission	8,386	.....	.....	.....	.....	5,014	.....	.....	.....	.....	.....	13,400
Distribution	7,563	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	172,296
Total — Transmission	98,472	.....	45,511	.....	136,293	68,465	39,927	8,442	18,127	.....	.....	422,405
Total — Distribution	605,695	290	135,274	.....	29,000	11,665	474	.....	.....	.....	.....	7,998,728

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TABLE VI. GAS SERVICES: (A) Changes during the year, cost of services added, and status December 31, 1920

Company and Borough	Number at beginning of year	Added Within the Year		Cost of Services Added Within the Year			Removed or abandoned within the year	Number at close of year
		Number	Total length in feet[1] (main to meter)	Charged to capital	Charged to consumers	Total		
Consolidated System								
Consolidated Gas (Manhattan)	67,374	1,229	N. R.	$98,306 56	.....	$98,306 56	1,958	66,645
Astoria L., H. & P. (Queens)	3	.....	.....	.....	.....	.....	.....	3
New Amsterdam Gas	*31,286*	*510*	*N. R.*	*$2,794 73*	*$2,415 73*	*$5,210 46*	*499*	*31,297*
Manhattan	20,641	223	N. R.	N. S.	N. S.	N. S.	482	20,382
Queens	10,645	287	N. R.	N. S.	N. S.	N. S.	17	10,915
Central Union Gas (Bronx)	15,617	178	N. R.	7,633 12	230 01	7,863 13	124	15,671
Standard Gas Light (Manhattan and Bronx)	15,879	326	N. R.	13,357 73	.....	13,357 73	472	15,733
N. Y. Mutual Gas Light (Manhattan)	17,021	89	N. R.	5,485 54	.....	5,485 54	[2] 613	16,497
Northern Union Gas (Bronx)	13,316	281	12,478	10,885 96	1,532 16	12,418 12	44	13,553
N. Y. & Queens Gas (Queens)	7,638	574	N. R.	23,604 33	15,140 49	38,744 82	2	8,210
Total	168,134	3,187	——	$192,067 97	$19,318 39	$211,386 36	3,712	167,609
Brooklyn Union System								
Brooklyn Union Gas (Brooklyn)	141,016	2,450	[3] 41	$121,560 30	$7,153 19	$128,713 49	1,534	141,932
Newtown Gas (Queens)	20,244	897	[3] 45	17,819 82	5,084 39	22,904 21	58	21,083
Flatbush Gas (Brooklyn)	13,220	572	[3] 45	32,229 01	4,649 03	36,878 04	22	13,770
Woodhaven Gas Light (Queens)	11,135	761	[3] 45	11,178 98	5,296 26	16,475 24	11	11,885
Jamaica Gas Light (Queens)	8,269	488	[3] 45	8,886 90	3,856 56	12,743 46	16	8,741
Richmond Hill & Q. C. Gas (Queens)	4,137	214	[3] 45	4,616 39	1,608 89	6,225 28	5	4,346
Total	198,021	5,382	——	$196,291 40	$27,648 32	$223,939 72	1,646	201,757
Other Companies								
Kings County Lighting (Brooklyn)	20,288	380	17,497	$20,489 56	.....	$20,489 56	16	20,652
Brooklyn Borough Gas (Brooklyn)	13,762	1,196	74,274	25,895 91	$25,765 61	51,661 52	.....	14,958
N. Y. & Richmond Gas (Richmond)	13,220	457	30,551	10,252 01	12,466 22	22,718 23	(4)	13,677
Queens Borough G. & E.	*13,420*	*1,533*	*72,560*	*Cr 3,423 99*	*28,125 10*	*24,701 11*	.....	*14,953*
Borough of Queens	9,055	1,045	42,533	N. S.	N. S.	15,721 04	.....	10,100
Hempstead, Nassau County	4,365	488	30,017	N. S.	N. S.	8,980 07	.....	4,853
Bronx Gas & Electric (Bronx)	4,312	207	10,476	6,273 08	2,116 74	8,389 82	95	4,424
Total	65,002	3,773	205,348	$59,486 57	$68,473 67	$127,960 24	111	68,664
Grand total	431,157	12,342	——	$447,845 94	$115,440 38	$563,286 32	5,469	438,030

[1] Unless otherwise indicated.
[2] Made up of 639 removed and 26 "reconnected."
[3] Average length of services laid.
[4] "All replacements charged to repairs of services." The additions are therefore probably not.

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TABLE VII. CONSUMERS' GAS METERS: (A) Number owned, by size, December 31, 1920

Company	Ordinary Meters											
	Size (number of lights)											
	3	5	10	20	30	45	60	80	100	150	200	250
Consolidated System												
Consolidated Gas	153,664	188,114	31,092	10,759	4,690	3,269	1,615	.....	1,327	371	267	49
Astoria L., H. & P	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Amsterdam Gas	*38,295*	*44,364*	*5,619*	*1,932*	*975*	*457*	*426*	*1*	*326*	*98*	*74*	*24*
Manhattan	32,920	26,317	5,321	1,782	819	424	369	.....	247	72	57	21
Queens	5,375	18,047	298	150	156	33	57	1	79	26	17	3
Central Union Gas	22,548	50,620	1,044	336	257	77	114	4	85	.....	6	2
Standard Gas Light	23,777	18,072	4,648	1,159	478	223	162	.....	92	41	33	14
N. Y. Mutual Gas Light	26,317	14,730	3,392	1,495	667	248	139	16	133	37	28	.....
Northern Union Gas	2,172	46,091	695	462	263	225	100	.....	35	3	.....	1
N. Y. & Queens Gas	1,107	6,623	208	99	352	147	8	1	15	.....	.....	.....
Total	267,880	368,617	46,698	16,242	7,682	4,646	2,564	22	2,013	550	408	90
Brooklyn Union System												
Brooklyn Union Gas	28,258	416,593	9,436	3,887	2,861	1,414	802	7	699	383	181	30
Newtown Gas	2,302	48,021	885	197	300	79	52	.....	53	16	16	1
Flatbush Gas	1,429	30,973	656	360	495	363	91	.....	31	8	3	1
Woodhaven Gas Light	284	15,744	124	184	78	29	12	.....	8	3	.....	.....
Jamaica Gas Light	188	10,566	181	130	101	35	26	.....	21	8	.....	1
Richmond Hill & Q. C. Gas	68	6,075	94	40	51	14	8	.....	3	1	.....	.....
Total	32,529	527,972	11,376	4,798	3,886	1,934	991	7	815	419	200	33
Other Companies												
Kings County Lighting	3,254	35,655	306	649	764	56	35	.....	26	7	3	.....
Brooklyn Borough Gas	290	15,952	631	565	505	79	5	3	4	5	4	.....
N. Y. & Richmond Gas	850	12,116	[1] 1,878	[1] 117	[1] 221	[1] 175	27	5	25	1	.....	.....
Queens Borough G. & E	*467*	*17,046*	*355*	*292*	*120*	*155*	*15*	.....	*17*	*13*	.....	.....
Borough of Queens	454	12,108	282	257	90	115	12	.....	14	11	.....	.....
Hempstead, Nassau County	13	4,938	73	35	30	40	3	.....	3	2	.....	.....
Bronx Gas & Electric	3,490	5,374	104	40	26	20	12	.....	6	.....	.....	1
Total	8,351	86,143	3,274	1,663	1,636	485	94	8	78	26	7	1
Grand total	308,760	982,732	61,348	22,703	13,204	7,065	3,649	37	2,906	995	615	124

[1] Includes Sprague meters as follows: with 10 lights, 1,513 No. 1; with 20 lights, 1 No. 2; with 30 lights, 186 No. 3; with 45 lights, 17 No. 5.

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TABLE VII. Consumeers' gas meters: (B) Net increas [1] in number owned, 1920

Company	Ordinary Meters														Prepayment Meters			Grand total
	Size (number of lights)													Total	Size (number of lights)		Total	
	3	5	10	20	30	45	60	80	100	150	200	250	300		3	5		
Consolidated System																		
Consolidated Gas	D 1,416	3,574	D 120	133	381	12	231	.....	D 1	50	.....	D 1	D 1	2,842	D 201	D 8	D 209	2,633
Astoria L., H. & P.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
New Amsterdam Gas	*D 556*	*944*	*153*	*26*	*97*	*D 5*	*59*	.....	*9*	*27*	.....	*D 1*	*[2] 1*	*756*	*D 19*	*200*	*181*	*937*
Manhattan	D 507	774	137	21	71	D 3	47	.....	9	8	.....	D 1	.....	556	D 21	200	179	735
Queens	D 49	170	16	5	26	.....	12	.....	.....	19	.....	.....	[2] 1	200	2	.....	2	202
Central Union Gas	D 86	1,038	105	D 2	37	D 1	9	.....	8	.....	.....	.....	.....	1,108	D 5	D 3	D 8	1,100
Standard Gas Light	D 113	522	D 22	17	40	.....	26	.....	D 1	12	.....	.....	.....	481	D 58	D 4	D 62	419
N. Y. Mutual Gas Light	D 563	941	D 19	D 10	17	.....	14	.....	3	3	.....	.....	.....	386	.....	98	98	484
Northern Union Gas	.....	1,647	87	119	110	.....	D 1	.....	.....	.....	.....	1	1	1,964	D 6	.....	D 6	1,958
N. Y. & Queens Gas	60	678	6	38	126	19	.....	.....	.....	.....	.....	.....	.....	927	D 6	D 203	D 263	664
Total	D 2,674	9,345	190	321	808	27	338	.....	18	92	.....	D 1	1	8,465	D 349	80	D 269	8,196
Brooklyn Union System																		
Brooklyn Union Gas	1,616	2,298	697	271	602	D 1	87	.....	D 3	75	30	D 2	.....	5,670	D 2,346	D 29	D 2,375	3,295
Newtown Gas	30	786	68	14	54	D 1	.....	.....	D 1	7	.....	D 2	.....	955	D 32	.....	D 32	923
Flatbush Gas	D 7	810	150	124	143	11	11	.....	.....	5	1	.....	1	1,249	D 2	.....	D 2	1,247
Woodhaven Gas Light	.....	997	27	3	6	D 1	1	.....	D 5	1	.....	.....	.....	1,029	.....	.....	.....	1,029
Jamaica Gas Light	.....	845	56	5	11	1	D 1	.....	.....	3	5	.....	1	926	D 41	D 4	D 45	881
Richmond Hill & Q. C. Gas	26	399	37	2	6	D 2	.....	.....	D 1	.....	.....	.....	.....	467	D 27	.....	D 27	440
Total	1,665	6,135	1,035	419	822	7	98	.....	D 2	89	30	D 2	.....	10,296	D 2,448	D 33	D 2,481	7,815
Other Companies																		
Kings County Lighting	D 24	1,121	49	106	193	D 1	3	.....	3	.....	.....	.....	.....	1,450	.....	.....	.....	1,450
Brooklyn Borough Gas	D 1	1,689	168	75	104	6	3	.....	.....	.....	.....	.....	.....	2,044	.....	.....	.....	2,044
N. Y. & Richmond Gas	D 3	854	852	.....	24	4	.....	.....	.....	.....	.....	.....	.....	1,731	.....	D 883	D 883	848
Queens Borough G. & E.	*D 10*	*[2] 914*	*94*	*D 1*	*65*	.....	.....	.....	.....	.....	.....	.....	.....	*3,060*	.....	.....	.....	*3,060*
Borough of Queens	D 3	2,396	76	2	46	2	1	.....	.....	.....	.....	.....	.....	2,520	.....	15	15	2,535
Hempstead, Nassau County	D 7	518	18	D 3	17	D 2	D 1	.....	.....	.....	.....	.....	.....	540	.....	D 15	D 15	525
Bronx Gas & Electric	D 4	22	9	6	11	2	.....	.....	.....	.....	.....	.....	.....	46	.....	.....	.....	46
Total	D 42	6,600	1,172	186	395	11	6	.....	3	.....	.....	.....	.....	8,331	.....	D 883	D 883	7,448
Grand total	D 1,051	22,080	2,397	926	2,025	45	442	.....	19	181	30	D 3	1	27,092	D 2,797	D 836	D 3,633	23,459

[1] Includes meters bought, found, lost or sold, changes in capacity and conversions of prepayment meters to regular and vice versa. [2] Includes one 10-ft. wet meter.

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TABLE VIII. PRODUCTION OF GAS (M CU. FT.), BY COMPANIES AND STATIONS, 1920: (A) Make and send-out during the year

Company and Station	Gas Made			Gas sent out during year [1]	Candle Power	
	M cu. ft. registered	Average temperature	M cu. ft. corrected		Works test corrected	City test corrected
Consolidated System						
Consolidated Gas	*8,793,237*	—	*8,544,603*	[2] *8,547,092*	*25.42*	*22.43*
14th street and East river (coal gas)	73,013	52°	74,522	[2] 5,067,428	16.60	22.74
42d street and North river (coal gas)	89,618	60°	89,618	[2] 286,306	[2] 23.00	22.05
21st street and East river (water gas)	7,069,428	80°	6,869,917	[2] 1,682,699	25.87	22.75
99th street and East river (water gas)	1,561,168	73°	1,510,636	1,510,659	23.95	22.06
Astoria L., H. & P., Astoria, L. I.	*13,314,293*	—	*12,358,557*	*12,342,927*	*22.48*	.....
Coal gas	4,782,503	83°	4,612,913	N. S.	14.51	.....
Water gas	8,531,790	93°	7,725,644	N. S.	25.55	.....
New Amsterdam Gas, L. I. City (water gas)	7,833,408	84°	7,306,791	7,307,142	27.93	22.32
Central Union Gas, 138th street and East river	*3,860,473*	—	*3,677,944*	*3,678,913*	*23.99*	*22.11*
Coal gas	853,924	84°	810,450	N. S.	13.29	—
Water gas	2,996,549	86°	2,867,494	N. S.	27.02	—
Standard Gas Light, 115th street and East river (water gas)	2,919,254	79°	2,773,101	2,773,083	24.87	22.15
N. Y. Mutual Gas Light, 11th street and Avenue D (water gas)	3,009,070	65°	2,973,716	2,976,500	23.70	22.12
N. Y. & Queens Gas, Flushing (water gas)	N. R.	N. R.	475,729	475,926	24.33	22.85
Total	—	—	38,090,531	38,101,583	—	—
Brooklyn Union System						
Brooklyn Union Gas (water gas):						
5th and Hoyt streets (Citizens)	2,203,561	82°	2,111,891	N. S.	18.92	13.02
Nevins and Degraw streets (Fulton)	2,733,946	81°	2,657,271	N. S.	17.02	10.97
Kent avenue and Cross street (Nassau)	5,328,016	81°	5,032,917	N. S.	17.10	13.81
Foot North 12th street (Williamsburg)	6,738,893	88°	6,133,396	N. S.	16.36	12.76
Maspeth and Porter avenues (Equity)	529,886	79°	504,855	N. S.	19.44	.....
12th street and Gowanus canal (Metropolitan)	6,049,620	84°	5,665,140	N. S.	16.67	12.59
Total	23,583,922	—	22,105,470	22,107,177	17.58	12.57

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TABLE VIII. Production of gas (M cu. ft.), by companies and stations, 1920: (B) Daily make and send-out — maximum, minimum and average, with dates

Company and Station	24-Hour Make					24-Hour Send-out[1]						
	Maximum		Minimum		Average	Maximum		Minimum		Last Sunday in June	Last Saturday in December	Average
	Amount	Date	Amount	Date		Amount	Date	Amount	Date			
Consolidated System												
Consolidated Gas	*40,614*	*Feb. 27*	*8,506*	*Sep. 26*	*23,346*	*45,118*	*Jan. 31*	*8,389*	*Sep. 18*	*16,012*	*26,864*	*23,353*
14th street and East river[2]	4,120	Feb. 22	412	Mar. 6	[3] 204	27,000	Mar. 7	4,362	Oct. 21	.....	.....	13,845
42d street and North river[2]	4,202	Feb. 24	466	Jan. 2	[4] 245	7,809	Mar. 19	7	Dec. 8	.....	.....	782
21st and East river	32,792	Feb. 5	8,489	Sep. 25	18,770	10,079	Jan. 19	127	June 27	12,092	22,289	4,598
99th street and East river	6,681	Jan. 19	1,767	Mar. 23	[5] 4,127	9,352	Jan. 31	486	Apr. 24	3,920	4,575	4,128
Astoria L., H. & P.	*50,775*	*Dec. 21*	*18,592*	*July 5*	*33,712*	*50,043*	*Dec. 27*	*14,590*	*Aug. 8*	*18,719*	*47,569*	*33,734*
Coal gas	18,967	Jan. 6	5,649	Aug. 16	12,604	N. R.	N. R.	N. R.	N. R.	N. S.	N. S.	N. S.
Water gas	32,157	Dec. 21	12,709	July 5	21,108	N. R.	N. R.	N. R.	N. R.	N. S.	N. S.	N. S.
New Amsterdam Gas	36,073	Jan. 15	8,030	July 5	19,964	35,383	Jan. 16	7,880	July 5	[6] 11,432	[6] 25,153	19,965
Central Union Gas	*14,598*	*Jan. 17*	*6,886*	*Aug. 18*	*10,049*	*N. R.*	*N. R.*	*N. R.*	*N. R.*	*N. R.*	*N. R.*	*10,051*
Coal gas	3,482	Mar. 7	1,009	Apr 17	2,214	N. R	N. R.	N. R.	N. R.	N. R.	N. R.	N. S.
Water gas	11,615	Jan. 17	4,892	Oct. 9	7,835	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. S.
Standard Gas Light	13,450	Jan. 5	4,026	Sep. 6	7,577	N. R.	N. R.	N. R.	N. R.	[6] 4,280	[6] 10,521	7,577
N. Y. Mutual Gas Light	20,225	Feb. 5	2,152	Sep. 3	8,125	20,085	Jan. 19	2,002	Sep. 15	[6] 5,650	[6] 9,793	8,133
N. Y. & Queens Gas	1,854	Oct. 30	831	Aug. 2	1,300	1,792	Nov. 24	912	July 7	1,074	1,639	1,300
Total	[7] 167,269	(7)	—	—	104,073	[7] 168,280	(7)	—	—	—	—	104,108
Brooklyn Union System												
Brooklyn Union Gas:												
5th and Hoyt streets	9,403	Mar. 22	2,112	Aug. 30	5,770							
Nevins and Degraw streets	10,794	Feb. 17	2,998	July 14	7,260							
Kent avenue and Cross street	19,402	Feb. 5	5,466	July 15	13,751	85,856	Jan. 31	37,153	July 5	41,288	76,417	60,402
Foot North 12th street	27,695	Dec. 21	6,249	Aug. 18	16,788							
Maspeth and Porter avenues	2,844	Apr. 9	914	July 21	1,379							
12th street and Gowanus canal	21,460	Jan. 5	8,655	July 5	15,479							
Total	84,182	Jan. 5	36,184	July 5	60,397	85,856	Jan. 31	37,153	July 5	41,288	76,417	60,402

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TABLE VIII. Production of gas (M cu. ft.), by companies and stations, 1920: (C) Production ratios

Company and Station	24-hour capacity of generators or retorts	Ratios (Per Cent): Average make to capacity	Maximum and minimum make to capacity: Maximum day	Maximum and minimum make to capacity: Minimum day	Average to maximum send-out	Send-out[1] to capacity: Maximum day	Send-out[1] to capacity: Minimum day
Consolidated System							
Consolidated Gas	*43,500*	*53.67*	*93.37*	*19.55*	*51.76*	*103.72*	*19.29*
14th street and East river (coal gas)[2]	5,000	4.08	82.40	8.24	51.28	(3)	(3)
42d street and North river (coal gas)[2]	4,500	5.44	93.38	10.36	10.01	(3)	(3)
21st street and East river (water gas)	28,500	65.86	115.06	29.79	45.62	35.36	0.45
99th street and East river (water gas)	5,500	75.04	121.47	32.13	44.14	170.04	8.84
Astoria L., H. & P., Astoria	*50,000*	*67.42*	*101.56*	*37.18*	*67.39*	*100.09*	*29.18*
Coal gas	20,000	63.02	94.84	28.25	—	—	—
Water gas	30,000	70.36	107.19	42.36	—	—	—
New Amsterdam Gas, L. I. City (water gas)	36,000	55.46	100.20	22.31	56.43	98.29	21.89
Central Union Gas, 138th street and East river	*11,800*	*86.16*	*125.71*	*58.36*	—	—	—
Coal gas	3,800	58.26	91.63	26.55	—	—	—
Water gas	8,000	97.94	145.19	61.15	—	—	—
Standard Gas Light, 115th street and East river (water gas)	10,500	72.16	128.10	38.34	—	—	—
N. Y. Mutual Gas Light, 11th street and Avenue D (water gas)	24,000	33.85	84.27	8.97	40.49	83.69	8.34
N. Y. & Queens Gas, Flushing (water gas)	2,750	47.27	67.42	30.22	72.54	65.16	33.16
Total	[3] 178,550	58.29	93.68	—	61.86	94.25	—
Brooklyn Union System							
Brooklyn Union Gas (water gas):							
5th and Hoyt streets	8,500	67.88	110.62	24.85			
Nevins and Degraw streets	12,000	60.50	89.95	24.98			
Kent avenue and Cross street	20,000	68.76	97.01	27.33	70.35	95.82	41.47
Foot North 12th street	25,000	67.03	110.78	25.00			
Maspeth and Porter avenues	2,500	55.16	113.76	36.56			
12th street and Gowanus canal	21,600	71.66	99.35	40.07			
Total	89,600	67.41	93.95	40.38	70.35	95.82	41.47
Other Companies[4]							
Kings County Ltg., 55th street and First avenue	9,100	53.81	81.15	36.59	70.14	76.73	37.09
Brooklyn Borough Gas, W. 12th street, Coney Island	7,100	34.27	49.58	22.14	72.37	47.46	22.54
N. Y. & Richmond Gas, Clifton	[3] 3,750	56.29	73.79	42.61	74.46	75.60	41.09
Queens Borough G. & E., Rockaway Beach	5,120	36.45	85.64	15.68	53.42	68.18	20.53
Bronx Gas and Electric, Blackrock and Zerega avenues	2,200	32.45	47.50	23.55	68.62	47.23	22.82
Total	[3] 27,270	44.08	—	—	—	—	—
Grand total	[3] 295,420	59.74	—	—	—	—	—

[1] See general note, and note 1, Div. A. [2] As the 14th street and 42d street coal gas plants did not operate all year, conditions were not normal. [3] Omitted. [4] Plants of Northern Union (4,000M) and of [illegible] & Richmond Gas(?) are not included. [illegible] Kings Co. Ltg. gas only.

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TABLE IX. Gas station performance ratios, 1920: (B) Water-gas generation

Company and Station	Average number of generators in use[1]	Generator Fuel: Coal (lbs.)	Generator Fuel: Coke (lbs.)	Generator Fuel: Pounds per M made	Gas Oil: Gallons used	Gas Oil: Gallons used per M made	Gas Oil: Corrected candle power as manufactured	Gas Oil: Candles per gallon[2]	Gas Oil: Tar yield[3] Quantity (gals.)	Gas Oil: Tar yield[3] Per 100 gallons of oil	Purification: Bushels of oxide used	Purification: Cu. ft. of gas per bu.	M cu. ft. gas made (water-gas)
Consolidated System													
Consolidated Gas	—	*212,057,037*	*72,141,085*	*33.91*	[4] *34,864,196*	*4.16*	*25.52*	*6.13*	*6,858,317*	*19.67*	*36,888*	*227,189*	*8,380,553*
21st street and East river	[5] 5.93	N. S.	N. S.	[6] 33.96	28,903,289	4.21	[4] 25.87	6.14	5,670,162	19.62	34,688	198,049	6,869,917
99th street and East river	[5] 1.48	N. S.	N. S.	[6] 33.70	5,960,907	3.95	23.95	6.06	1,188,155	19.93	2,200	686,653	1,510,636
Astoria L., H. & P.	[5] 5.90	7,306,365	265,662,645	35.33	[4] 36,498,985	4.72	[4] 25.55	5.41	[7] 6,946,537	19.03	77,257	99,999	7,725,644
New Amsterdam Gas	[5] 8	186,308,768	61,078,093	33.86	[4] 34,783,583	4.76	[4] 27.93	5.87	[8] 5,104,892	14.68	47,256	154,621	7,306,791
Central Union Gas	[5] 4	24,977,276	72,290,490	33.92	[4] 13,314,131	4.64	[4] 27.02	5.82	[9] 2,736,585	20.55	27,275	105,133	2,867,494
Standard Gas Light	3.30	57,913,027	35,125,893	33.55	11,224,070	4.05	24.87	6.14	2,215,950	19.74	14,967	185,281	2,773,101
N. Y. Mutual Gas Light	3.40	79,367,541	21,093,587	33.78	12,834,517	4.32	23.70	5.49	2,392,902	18.64	28,000	106,204	2,973,716
N. Y. & Queens Gas	1	17,154,784	.....	36.06	1,996,668	4.20	24.33	5.79	259,015	12.97	4,303	110,558	475,729
Total	—	585,084,798	527,391,103	34.23	[4] 145,516,150	4.48	25.96	5.79	26,514,198	18.22	235,946	137,756	32,503,028
Brooklyn Union System													
Brooklyn Union Gas:													
Citisens	3	N. S.	N. S.	[6] 31.15	6,994,477	3.31	18.92	5.72	N. S.	[6] 15.30	23,000	91,821	2,111,891
Fulton	4	N. S.	N. S.	[6] 34.99	8,810,064	3.32	17.02	5.13	N. S.	[6] 13.20	20,485	129,718	2,657,271
Nassau	6	N. S.	N. S.	[6] 31.77	16,422,780	3.26	17.10	5.25	N. S.	[6] 14.70	44,332	113,528	5,032,917
Williamsburg	7	N. S.	N. S.	[6] 32.93	20,089,413	3.28	16.36	4.99	N. S.	[6] 13.30	31,253	196,250	6,133,396
Equity	1	N. S.	N. S.	[6] 32.87	1,674,458	3.32	19.44	5.86	N. S.	[6] 8.10	10,267	49,173	504,855
Metropolitan	6	N. S.	N. S.	[6] 30.91	18,576,633	3.28	16.67	5.08	N. S.	[6] 14.40	62,460	90,700	5,665,140
Total	—	687,568,493	24,794,739	32.23	72,567,825	3.28	[10] 17.00	5.18	10,132,348	14.00	191,797	118,255	22,105,470

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TABLE IX. Gas station performance ratios, 1920: (C) Boilers and boiler fuel

Company and Station	Average number of boilers in use[1]	Boiler Fuel						
		Solid fuel used (pounds)			Tar used		Total	
		Coal	Coke	Total	Gallons	Equivalent pounds (estimated)[2]	Pounds	Per M made
Consolidated System								
Consolidated Gas	—	*33,812,106*	*21,085,580*	*54,897,686*	*4,835,766*	*40,402,825*	*95,300,511*	*11.15*
14th street and East river (coal gas)	3.00	N. S.	N. S.	1,364,560	.....	.....	1,364,560	18.31
42d street and North river (coal gas)	3.00	N. S.	N. S.	778,000	.....	.....	778,000	8.68
21st street and East river	4.72	N. S.	N. S.	39,404,604	4,351,043	36,352,964	75,757,568	11.03
99th street and East river	3.04	N. S.	N. S.	13,350,522	484,723	4,049,861	17,400,383	11.52
Astoria L., H. & P.	—	*3,072,854*	*72,412,000*	*75,484,854*	*5,159,613*	*43,108,567*	*118,593,421*	*9.61*
Coal gas	3.02	N. S.	N. S.	47,862,996	.....	.....	47,862,996	10.38
Water gas	5.74	N. S.	N. S.	27,621,858	5,159,613	43,108,567	70,730,425	9.16
New Amsterdam Gas	[3] 5.00	35,035,755	13,263,760	[3] 48,299,515	3,642,825	30,435,803	78,735,318	10.78
Central Union Gas[4]	4.00	3,109,299	15,188,140	18,297,439	2,248,149	18,783,285	37,080,724	10.08
Standard Gas Light	3.80	9,923,693	6,273,198	16,196,891	1,184,133	9,893,431	26,090,322	9.41
N. Y. Mutual Gas Light	4.75	13,101,952	3,643,514	16,745,106	1,960,936	16,383,620	33,128,726	11.14
N. Y. & Queens Gas	2.00	5,927,597	.....	5,927,597	258,587	2,160,494	8,088,091	17.00
Total	—	103,982,896	[5] 131,866,192	235,849,088	19,290,009	161,168,025	397,017,113	10.42
Brooklyn Union System								
Brooklyn Union Gas:								
Citizens	4	N. S.	N. S.	22,164,722	1,073,977	8,973,078	31,137,800	14.74
Fulton	4	N. S.	N. S.	28,780,943	1,232,926	10,301,097	39,082,040	14.71
Nassau	5	N. S.	N. S.	33,931,483	2,386,448	19,938,773	53,870,256	10.70
Williamsburg	5	N. S.	N. S.	44,264,584	2,563,913	21,421,493	65,686,077	10.71
Equity	2	N. S.	N. S.	7,231,820	111,876	934,724	8,166,544	16.18
Metropolitan	4	N. S.	N. S.	10,838,061	3,258,211	27,222,353	38,060,414	6.72
Total	—	142,929,271	4,282,342	147,211,613	10,627,351	88,791,518	236,003,131	10.68

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TABLE X. GAS MANUFACTURING AND STORAGE EXPENSES, BY COMPANIES AND STATIONS, 1920

Company and Station	Labor		Materials		Repairs		Other		Residuals Produced—Cr.		Net Total	
	Amount	Cents per M produced	Amount	Cents per M produced	Amount	Cents per M produced	Amount	Cents per M produced	Amount	Cents per M produced	Amount	Cents per M produced
Consolidated System												
Consolidated Gas	$381,050 66	4.46	$4,416,061 20	51.68	$334,415 30	3.91	$350,209 19	4.10	$381,109 86	4.46	$5,100,626 49	59.69
14th street (coal gas) [1]	42,181 63	56.60	78,009 97	104.68	23,897 44	32.07	47,368 25	63.56	32,005 65	42.95	159,451 64	213.97
42d street (coal gas) [1]	70,609 64	78.79	96,547 50	107.73	22,128 90	24.69	26,139 44	29.17	27,377 96	30.55	188,047 52	209.83
21st street (water gas)	213,511 39	3.11	3,501,570 95	50.97	244,178 73	3.55	224,766 47	3.27	264,437 99	3.85	3,919,589 55	57.05
99th street (water gas)	54,748 00	3.62	739,932 78	48.98	44,210 23	2.93	51,935 03	3.44	57,288 26	3.79	833,537 78	55.18
Astoria L., H. & P.	793,530 86	6.43	8,336,761 27	67.57	699,443 84	5.67	[2] 285,708 70	2.32	3,123,696 49	25.31	6,991,748 18	56.67
Coal gas	492,452 04	10.68	[3] 4,446,657 10	96.40	508,211 82	11.02	[2] 203,454 42	4.41	2,796,669 86	60.63	2,854,105 52	61.87
Water gas	301,078 82	3.90	3,890,104 17	50.35	191,232 02	2.48	[2] 82,254 28	1.06	327,026 63	4.23	4,137,642 66	53.56
New Amsterdam Gas (water gas)	309,626 15	4.24	3,749,720 06	51.32	292,285 08	4.00	93,850 97	1.28	207,475 16	2.84	4,238,007 10	58.00
Central Union Gas	225,939 97	6.14	2,090,069 87	56.83	177,988 53	4.84	70,859 72	1.93	550,434 11	14.97	2,014,423 98	54.77
Coal gas	98,683 71	12.18	664,068 83	81.94	93,018 15	11.48	17,460 76	2.15	425,795 38	52.54	447,436 07	55.21
Water gas	127,256 26	4.44	1,426,001 04	49.73	84,970 38	2.96	53,398 96	1.86	124,638 73	4.35	1,566,987 91	54.65
Standard Gas Light (water gas)	144,173 07	5.20	395,682 77	50.33	72,573 32	2.62	86,456 53	3.12	101,007 87	3.64	1,597,877 82	57.62
N. Y. Mutual Gas Light (water gas)	126,649 57	4.26	1,916,626 91	64.45	174,750 69	5.88	37,601 33	1.26	115,339 73	3.88	2,140,288 77	71.97
Northern Union (water gas) [4]	6,443 74	—	.....	—	3,342 66	—	14,173 78	—	.....	—	23,960 18	—
N. Y. & Queens Gas (water gas)	36,424 93	7.66	278,898 13	58.63	31,423 14	6.61	3,280 24	.69	15,536 62	3.27	334,489 82	70.31
Total, coal gas	$703,927 02	12.60	$5,285,283 40	94.59	$647,356 31	11.58	$294,422 87	5.27	$3,281,848 85	58.74	$3,649,040 75	65.31
Total, water gas	1,319,911 95	4.06	16,898,836 81	51.99	1,138,966 25	3.50	647,717 59	1.99	1,212,760 99	3.73	18,792,381 59	57.82
Total, water and coal gas	$2,023,838 95	5.31	$22,183,820 21	58.24	$1,786,222 56	4.69	$942,140 46	2.47	$4,494,599 84	11.80	$22,441,422 34	58.92
Brooklyn Union System												
Brooklyn Union Gas:												
Citisens	$201,738 00	9.55	$969,620 02	45.91	$79,643 91	3.77	$29,694 59	1.41	[5] $23,168 71	1.10	$1,257,527 81	59.55
Fulton	214,259 00	8.06	1,383,845 09	52.08	102,238 97	3.85	36,418 00	1.37	[5] 25,352 03	.95	1,711,409 03	64.40
Nassau	268,297 91	5.33	2,377,905 51	47.25	106,274 58	2.11	29,584 56	.59	[5] 53,995 66	1.07	2,728,066 90	54.20
Williamsburgh	331,548 58	5.41	2,962,975 67	48.33	182,167 77	2.97	78,565 07	1.28	[5] 58,297 39	.95	3,497,959 70	57.03
Equity	66,712 05	13.21	260,006 46	51.50	16,092 95	3.19	5,310 91	1.05	3,031 45	.60	345,091 92	68.35
Metropolitan	252,743 39	4.46	2,566,073 16	45.30	134,632 64	2.38	33,856 03	.60	[5] 58,219 00	1.03	2,929,086 63	51.70
Outside holder stations	.....	—	.....	—	35,156 81	—	170,120 35	—	.....	—	205,277 16	—
Flatbush Gas [4]	.....	—	.....	—	7,864 06	—	13,048 70	—	.....	—	20,912 76	—
Newtown Gas [4]	.....	—	.....	—	10,769 11	—	17,156 20	—	.....	—	27,925 31	—
Total	$1,335,300 43	6.04	$10,521,425 91	47.60	$674,840 80	3.05	$413,754 41	1.87	$222,064 33	1.00	$12,723,257 22	57.56

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TABLE XI. MATERIALS OF GAS MANUFACTURE INCLUDING CERTAIN RESIDUALS, 1920: (A) Coal (cwt.)

Kind of Coal and Company	On hand at beginning of year	Received during year	Total	Used During Year: Under boilers	Used During Year: In generators or in retorts	Used During Year: Elsewhere	Sold during year	On hand at close of year	Stock expense (Cost of handling, etc.)	Cost of Coal Used (Inclusive of Stock Expense Applicable): Aggregate	Cost of Coal Used (Inclusive of Stock Expense Applicable): Per 100 lbs. (cents)
ANTHRACITE STEAM COAL											
Consolidated System											
Consolidated Gas	39,267	20,714	59,981	36,579	.....	19,492	111	3,790	$1,549 12	$15,167 98	27.051
New Amsterdam Gas	6,695	351,152	357,847	350,357	.....	4,893	.....	2,597	5,407 68	140,483 91	39.545
Central Union Gas	[1] 241,935	[2] Cr 171,092	70,843	31,093	.....	.....	6,285	33,465	520 14	12,312 08	39.598
N. Y. & Queens Gas	.....	15,859	15,859	15,859	.....	.....	.....	.....	(3)	7,783 02	49.076
Total	287,897	216,633	504,530	433,888	.....	24,385	6,396	39,861	$7,476 94	$175,746 99	38.350
Brooklyn Union System											
Brooklyn Union Gas	288,224	413,348	701,572	389,630	.....	97,588	.....	214,354	$3,769 00	$107,705 78	22.106
Other Companies											
Kings County Lighting	122,925	242,785	365,710	345,504	.....	2,376	.....	17,830	$1,903 55	$68,659 27	19.736
N. Y. & Richmond Gas	1,100	68,696	69,796	61,198	.....	160	.....	8,438	807 31	18,285 82	29.802
Queens Borough G. & E.[4]	786	1,403	2,189	.....	.....	1,133	.....	1,056	.....	552 48	48.763
Bronx Gas & Electric	(5)	[6] 27,663	[6] 27,663	[7] 26,220	.....	[8] 1,443	(5)	(5)	[9] 72 17	[10] 5,514 09	19.933
Total	124,811	340,547	465,358	432,922	.....	5,112	.....	27,324	$2,783 03	$93,011 66	21.234
Grand total	700,932	970,528	1,671,460	1,256,440	.....	127,085	6,396	281,539	$14,028 97	$376,464 43	27.211
BITUMINOUS STEAM COAL											
Astoria L., H. & P.	.....	34,847	34,847	15,027	.....	19,802	18	.....	$10 63	$7,637 35	21.928
N. Y. & Queens Gas	7,783	50,034	57,817	43,417	.....	.....	.....	14,400	.....	16,991 77	39.136
Brooklyn Union Gas	44,446	298,929	339,375	277,832	.....	21,441	.....	40,102	3,516 62	114,105 12	38.127
Kings County Lighting	7,060	77,044	84,104	46,381	.....	11,762	221	25,740	896 93	26,897 39	46.261
Brooklyn Borough Gas	1,702	50,122	51,824	40,582	.....	184	.....	11,058	(11)	16,751 80	41.093
N. Y. & Richmond Gas	1,990	94,324	96,314	82,600	.....	120	30	13,564	1,340 36	26,197 45	31.670
Queens Borough G. & E.	12,711	[12] 83,660	96,371	83,697	.....	.....	.....	12,674	352 25	32,261 97	38.546
Bronx Gas & Electric	(5)	[6] 7,114	[6] 7,114	[7] 7,110	.....	[13] 4	.....	(5)	[9] 40 08	[10] 2,007 80	28.223
Total	71,692	696,074	767,766	596,646	.....	53,313	269	117,538	$6,156 87	$242,850 65	37.364
ANTHRACITE GAS COAL											
Consolidated System					(Generators)						
Consolidated Gas	1,084,802	2,167,598	3,252,400	301,543	2,120,570	43,690	6,227	780,370	$89,067 87	$1,058,516 61	42 928
Astoria L., H. & P.	1,625,609	.....	1,625,609	7,309	73,064	6,718	1,186,746	351,772	13,894 86	26,388 83	30.300
New Amsterdam Gas	600,462	1,709,086	2,309,548	.....	1,863,068	4,253	18,172	424,035	28,237 65	792,727 67	42.452
Central Union Gas	.....	[14] 249,773	249,773	.....	249,773	.....	.....	.....	15,689 42	97,471 32	39.024
Standard Gas Light	261,563	623,348	884,911	99,237	579,130	.....	3,194	203,350	11,888 39	288,432 33	42.519
N. Y. Mutual Gas Light	439,981	809,583	1,249,564	131,016	793,675	.....	202	324,670	36,298 42	397,452 41	42.982
N. Y. & Queens Gas	24,967	[15] 167,768	192,735	.....	171,548	.....	1,156	20,031	.....	86,529 91	50 441
Total	4,037,384	5,727,156	9,764,540	539,105	6,850,848	54,661	1,215,697	2,104,228	$195,076 61	$2,747,519 08	42 633

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TABLE XI. Materials of gas manufacture, including certain residuals, 1920: (B) Gas oil (gallons) and terms of oil contract

Company	Oil Contracts: Terms: Price (cents)	Oil Contracts: Terms: Quantity (gallons)	Oil Contracts: Amount remaining to be delivered under contract	On hand at beginning of year	Received during year	Used in coal-gas manufacture	Used in water-gas manufacture	On hand at close of year	Stock expense	Cost of Gas Oil Used (Inclusive of Stock Expense Applicable): Aggregate	Cost of Gas Oil Used (Inclusive of Stock Expense Applicable): Per gallon (cents)
Consolidated System											
Consolidated Gas	[1] 7.108–7.082	[2] 134,000,000	.....	2,111,351	34,315,606	127,028	34,864,196	1,435,733	(3)	$2,480,545 25	9.09
Astoria L., H. & P.	[4] 7.36	[34,456,615]	.....	1,621,834	36,552,339	[5] [3,782,826]	36,498,985	1,675,188	(3)	2,646,828 50	7.25
New Amsterdam Gas	[6] 12.343–7.093	[33,110,034]	.....	1,193,727	34,326,255	[5] 3,782,826	31,000,757	736,399	$536 22	[7] 2,484,969 21	7.15
Central Union Gas	[4] 7.379	[12,442,831]	.....	540,508	13,297,578	.....	[8] 13,314,131	523,955	(3)	951,016 69	7.14
Standard Gas Light	[9] 7.360	[9,912,129]	.....	902,951	10,411,083	.....	11,224,070	89,964	(3)	815,746 75	7.27
N. Y. & Queens Gas	[10] 12.533–7.283	[1,819,143]	.....	117,555	1,943,602	.....	1,996,668	64,489	800 00	150,531 32	7.58
N. Y. Mutual Gas Light	[11] 7.062	7,500,000	.....	297,236	13,198,274	.....	12,834,517	660,993	(3)	1,193,582 78	9.30
Total	—	—	.....	6,785,162	144,044,737	3,909,854	141,733,324	5,186,721	$1,336 22	$10,723,220 50	7.36
Brooklyn Union System											
Brooklyn Union Gas	[12] 7.63 –7.05	(1) 44,000,000	.....	2,332,427	73,922,386	.....	72,567,825	3,686,988	$2,385 12	$6,740,489 29	9.29
Other Companies											
Kings County Lighting	[13] 10. –5.96	[13] 5,662,536	5,140	612,368	5,657,396	.....	[14] 5,782,998	486,766	$1,566 77	$510,167 91	8.85
Brooklyn Borough Gas	[15] 14. –5.75	[15] 2,500,000	1,330,683	357,711	2,866,956	.....	2,904,066	320,601	(3)	237,002 88	8.16
N. Y. & Richmond Gas	[16] 14. –5.75	[16] 2,880,000	[17] 180,000	91,472	2,395,410	.....	2,433,718	53,164	86 45	265,517 55	10.91
Queens Borough G. & E.	6.15	3,000,000	222,042	162,084	2,658,332	.....	2,661,139	159,277	(3)	164,020 94	6.16
Bronx Gas & Electric	7.55	600,000	.....	149,836	1,189,411	.....	1,225,651	113,596	123 43	116,263 77	9.50
Total	—	—	—	1,373,471	14,767,505	.....	15,007,572	1,133,404	$1,776 65	$1,292,973 05	8.63
Grand total	—	—	—	10,491,060	232,734,628	3,909,854	229,308,721	10,007,113	$5,497 99	$18,756,682 84	8.04

[1] Basic rate, 7 cents per gallon plus transportation charges making price delivered at 21st street station, 7.0824 cents and at 99th street station, 7.1082 cents. [2] Original contract for 67,000,000 gallons, with option for additional 67,000,000 gallons from July 1, 1920, to Dec. 31. Option exercised May 13. The companies in the Consolidated system, except the N. Y. Mutual, were supplied by the Consolidated Gas. The amount received by each company under the 1920 contract is shown in brackets. The price was as per Consolidated contract plus transportation charges. Deliveries in 1920 to companies of the system outside the First District were as follows: Westchester Lighting Co., 9,135,052; Peekskill Lighting & Railroad Co., 296,777; Northern Westchester Lighting Co., 290,006; on 1921 contract, Westchester Lighting Co., 545,602; Northern Westchester Lighting Co., 12,984. In addition, deliveries in 1920 to companies within the First District were as follows: On 1920 contract, Consolidated Gas Co., 31,964,908; New York & Richmond Gas Co., 572,505; on 1921 contract, Consolidated Gas, 2,014,254; Astoria, 1,755,827; Standard, 498,954; Central Union, 686,367; New Amsterdam, 1,216,221; N. Y. & Queens, 124,459. [3] Not separately reported. [4] Computed by the Accounting Division of this Commission on the basis of quantity received and cost thereof. [5] This amount is used by the New Amsterdam to enrich coal gas of the Astoria and is excluded from the amount shown as being received by the latter, while it is included in that shown for the New Amsterdam. [6] Deliveries during the year, 33,110,034 gallons at 7.0927 cents, and 1,216,221 gallons at 12.3427 cents. [7] Includes $270,924.60, cost of oil used in enriching coal gas of the Astoria. [8] See note 4, table IX-B. [9] Represents the average price for 10,411,083 gallons delivered during the year. [10] Delivered during the year, 1,819,143 gals. at 7.283 cents and 124,459 at 12.533 cents. [11] Contract from Dec. 18, 1919, to June 30, 1920. "Last six months buyer's option." [12] Contract during first six months only. Price during last six months, 12.75 cents. [13] Delivered during year, 162,536 gallons at 5.96 cents under 1919 contract and balance at 8.08 cents, 10 cents and 12.08 cents per gallon under 1920 and 1921 contracts. [14] Includes 8,297 gallons, "adjustment previous year," value $833.85; 8,526 gallons, used "under boilers," value $840.49; and 54,101 gallons sludge, value $5,427.34. [15] Delivered during the year, 1,697,639 gallons at 5.75 cents under 1919 contract; and 1,169,317 gals. at 14 cents under 1920 contract. [16] To March 27, 1920, the price was 5.75 cents; from March 27 to June 30, 121 cents and for the remainder of the year, 14 cents. All contracts were for a monthly delivery of approximately 240,000 gals. [17] Approximate.

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TABLE XI. Materials of gas manufacture, including certain residuals, 1920: (D) Tar (gals.)

Company and Kind of Tar	On hand at beginning of year	Bought during year	Made during year	Used under boilers	Used in generators (or under retorts)	Used elsewhere	Sold during year (to the public except as specified)	On hand at close of year	Estimated Value of Tar Used: Total	Estimated Value of Tar Used: Per gal. (cents)
COAL-GAS TAR										
Consolidated System										
Consolidated Gas	5,610		149,908				155,518			
Astoria L., H. & P.	401,619		5,530,789				5,402,430	529,978		
Central Union Gas	20,219		903,682				889,903	33,998		
Total	427,448		6,584,379				6,447,851	563,976		
WATER-GAS TAR										
Consolidated System										
Consolidated Gas	251,305		6,858,317	4,835,766			2,151,524	122,332	$205,942 47	4.259
Astoria L., H. & P.	365,904		[1] [548,673] 6,946,537	5,159,613		3,200	[1] [548,673] 1,954,963	194,665	[1] [23,063.20] 219,941.21	4.260
New Amsterdam Gas	182,391	[1] [548,673]	5,104,892	[1] 3,642,825			1,436,817	207,641	[1] 158,224 46	4.343
Central Union Gas	50,000		2,736,585	2,248,149			463,436	75,000	95,254 10	4.237
Standard Gas Light	81,278		2,215,950	1,184,133			1,045,651	67,444	51,128 74	4.318
N. Y. Mutual Gas Light	182,660		2,392,902	1,960,936			435,297	179,329	83,758 94	4.271
N. Y. & Queens Gas			259,015	258,587			428		15,515 22	6.000
Total	1,113,538	—	26,514,198	19,290,009		3,200	7,488,116	846,411	$829,765 14	4.301
Brooklyn Union System										
Brooklyn Union Gas	1,097,032		10,132,348	10,627,351			4,844	597,185	$212,547 02	2.000
Other Companies										
Kings County Lighting	15,945		590,656	552,965				53,636	$48,875 36	8.839
Brooklyn Borough Gas			548,216	472,169			51,046	25,001	12,984 65	2.750
N. Y. & Richmond Gas	109,638		503,788				500,524	112,902		
Queens Borough G. & E.	26,485		256,118	282,603					5,652 06	2.000
Bronx Gas & Electric			32,302				32,302			
Total	152,068		1,931,080	1,307,737			583,872	191,539	$67,512 07	5.163
Grand total	2,362,638	—	38,577,626	31,225,097		3,200	8,076,832	1,635,135	$1,109,824 23	3.554

[1] Included in the quantity of water-gas tar entered as manufactured and used under its boilers by the New Amsterdam is 548,673 gallons resulting from the enriching of the Astoria's gas by the New Amsterdam. The value of this, $23,063.20, was credited by the New Amsterdam to the Astoria in rendering the bill. See notes 5 and 7, Div. B.

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TABLE XI. Materials of gas manufacture, including certain residuals, 1920: (E) Value of principal residuals bought

Company	Coke and Breeze: Cost of purchases[2] Total[5]	Coke and Breeze: Cost of purchases[2] Per cwt. (cents)	Coke and Breeze: Residual expense	Coke and Breeze: Receipts from sales[3] Total	Coke and Breeze: Receipts from sales[3] Per cwt. (cents)	Coal-Gas Tar[1]: Receipts from sales[3,4] Total	Coal-Gas Tar[1]: Receipts from sales[3,4] Per gal. (cents)	Water-Gas Tar: Cost of purchases Total[5]	Water-Gas Tar: Cost of purchases Per gal. (cents)	Water-Gas Tar: Residual expense	Water-Gas Tar: Receipts from sales[3] Total	Water-Gas Tar: Receipts from sales[3] Per gal. (cents)
Consolidated System												
Consolidated Gas	$473,014 07	49 51	$18,618 68	[6] $24,759 23	31.78	$6,321 69	4.06			$6,276 72	$94,129 41	4.38
Astoria L., H. & P.			146,728 72	[7] 690,027 42	33.18	276,001 11	5.11				[8] [23,063 20]	[4.20]
											85,450 55	4.37
New Amsterdam Gas	433,505 08	57 25		11 26	38.83			[8] [23,063 20]	[4.20]	1,487 28	65,585 70	4.56
Central Union Gas			22,538 02	21,338 46	46.32	45,481 09	5.11				20,392 62	4.40
Standard Gas Light	233,380 81	55.62		[6] 169 33	40.90					1,743 46	46,037 55	4.40
N. Y. Mutual Gas Light	208,354 04	83 52									19,128 34	4.39
Northern Union Gas	1,235 00	30.21										
N. Y. & Queens Gas											21 40	5.00
Total	$1,349,489 00	56.57	$187,885 42	$736,305 70	33.40	$327,803 89	5.08	—	—	$9,507 46	$330,745 57	4.42
Brooklyn Union System												
Brooklyn Union Gas	$186,541 56	60.74		$61 88	29.05						$499 40	$10.31
Other Companies												
Brooklyn Borough Gas											$1,829 18	3.58
N. Y. & Richmond Gas	$2,242 80	77.07								$1,154 56	12,513 09	2.50
Bronx Gas & Electric											3,774 60	11.69
Total	$2,242 80	77.07								$1,154 56	$18,116 87	3.10
Grand total	$1,538,273 36	57.06	$187,885 42	$736,367 58	33.40	$327,803 89	5.08	—	—	$10,662 02	$349,361 84	4.33

[1] No purchases reported.

[2] These companies bought all their coke and breeze from other than associated companies: Brooklyn Union, and N. Y. & Richmond. The following bought part of their supplies from other than associated companies: Consolidated Gas, $215,908.95; New Amsterdam, $253,774.84; Standard, $147,887.58; Northern Union, $701.98, and N. Y. Mutual, $200,866.76.

[3] To the public, except as noted.

[4] No residual expense reported.

[5] Exclusive of stock expense.

[6] Sold to associated companies.

[7] Includes $687,511.06, sold to associated companies.

[8] See note 1, Div. D.

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TABLE XII. SOURCE AND DISPOSITION OF GAS, 1920: (Gas account in M cu. ft.)

Company	On hand at beginning of year	Made during year	Received From Other Gas Companies		Total available	On hand at close of year	Delivered to mains[1]	Lost and Unaccounted for		
			Exchange	Purchased				Aggregate	Per cent of gas delivered to mains[2]	Per mile of main[3]
Consolidated System										
Consolidated Gas	42,132.0	8,544,693.0	1,300,686.2	12,334,214.0	22,221,725.2	39,733.0	22,181,992.2	1,311,561.4	5.91	[4]1,587.9
Astoria L., H. & P.	11,167.0	12,338,557.0	.....	.....	12,349,724.0	6,797.0	12,342,927.0	.....	—	—
New Amsterdam Gas	14,666.0	7,306,791.0	.....	.....	7,321,457.0	14,315.0	7,307,142.0	403,517.8	5.52	1,189.5
Central Union Gas	6,988.0	3,677,944.0	1,927,887.7	.....	5,612,819.7	6,019.0	5,606,800.7	224,352.2	4.00	1,385.0
Standard Gas Light	9,521.0	2,773,101.0	136,705.0	.....	2,919,327.0	9,539.0	2,909,788.0	244,278.8	8.40	1,205.5
N. Y. Mutual Gas Light	10,798.0	2,973,716.0	15,028.1	.....	2,999,542.1	8,014.0	2,991,528.1	199,990.0	6.69	1,179.0
Northern Union Gas	.....	.....	2,347,862.9	.....	2,347,862.9	.....	2,347,862.9	197,484.0	8.41	1,115.8
N. Y. & Queens Gas	1,106.0	475,729.0	.....	.....	476,835.0	909.0	475,926.0	50,106.4	0.53	387.0
Total[5]	96,378.0	38,090,531.0	5,728,169.9	12,334,214.0	56,249,292.9	85,326.0	56,163,966.9	2,631,290.6	4.69	1,301.8
Total, excluding duplicate sales	96,378.0	38,090,531.0	.....	.....	38,186,909.0	85,326.0	38,101,583.0	2,631,290.6	6.91	1,301.8
Brooklyn Union System										
Brooklyn Union Gas	38,986.0	22,105,470.0	.....	.....	22,144,456.0	37,279.0	22,107,177.0	2,311,607.4	10.46	2,245.1
Newtown Gas	.....	.....	.....	1,451,417.8	1,451,417.8	.....	1,451,417.8	116,113.5	8.00	551.4
Flatbush Gas	.....	.....	.....	1,306,510.2	1,306,510.2	.....	1,306,510.2	104,520.8	8.00	831.7
Woodhaven Gas Light	.....	.....	.....	512,845.0	512,845.0	.....	512,845.0	41,027.6	8.00	400.6
Jamaica Gas Light	.....	.....	.....	430,457.9	430,457.9	.....	430,457.9	34,436.7	8.00	376.5
Richmond Hill & Q. C. Gas	.....	.....	.....	224,538.1	224,538.1	.....	224,538.1	17,963.1	8.00	510.8
Total[5]	38,986.0	22,105,470.0	.....	3,925,769.0	26,070,225.0	37,279.0	26,032,946.0	2,625,669.1	10.09	1,646.3
Total, excluding duplicate sales	38,986.0	22,105,470.0	.....	.....	22,144,456.0	37,279.0	22,107,177.0	2,625,669.1	11.88	1,646.3

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OTHER COMPANIES										
Kings County Lighting	2,387.0	1,792,365.6	.....	.....	1,794,692.0	2,410.0	1,792,282.0	243,434.1	13.58	1,241.9
Brooklyn Borough Gas	2,752.0	890,660.0	.....	.....	893,412.0	794.0	892,618.0	126,147.3	14.13	1,054.9
N. Y. & Richmond Gas	1,378.3	772,534.5	.....	.....	773,912.8	1,403.2	772,509.6	122,630.3	15.87	891.1
Queens Borough G. & E.	1,469.0	682,989.9	.....	.....	684,458.9	1,698.4	682,760.5	84,044.5	12.31	451.7
Bronx Gas & Electric	356.0	261,092.0	.....	.....	261,448.0	364.0	261,084.0	33,496.2	12.83	501.7
Total	8,342.3	4,399,581.4	.....	.....	4,407,923.7	6,669.6	4,401,254.1	609,752.4	13.85	863.6
Grand total[5]	143,706.3	64,595,582.4	5,728,169.9	16,259,983.0	86,727,441.6	129,274.6	86,598,167.0	5,866,712.1	6.77	1,357.3
Grand total, excluding duplicate sales	143,706.3	64,595,582.4	.....	.....	64,739,288.7	129,274.6	64,610,014.1	5,866,712.1	9.08	1,357.3

[1] Includes not only gas used and lost at works, but also gas delivered to respondent's mains by other companies. [2] In the case of companies embraced in the Consolidated Gas "transfer system" (of inter-connecting mains), a more accurate ratio would be obtained by deducting the gas supplied to system companies before stating the total available. Although those companies did not so report these transactions, they nevertheless furnished the ratio of unaccounted for on that basis, thus: Consolidated Gas, 5.93; New Amsterdam, 8.60; Central Union, 6.88; Standard Gas, 8.41; N. Y. Mutual, 8.75; Northern Union Gas, 8.82. [3] For length of mains, see Table V. [4] Based on 825.95 miles for the Consolidated Gas, which figure excludes the Bronx mileage (14.68), there being no distribution by the Consolidated in that borough. The mileage, however, is included in the totals as it is leased by other companies of the same system. [5] All intercompany transactions are between companies in the same system and, with the exception of sales to the Westchester Lighting, are duplicated in the totals appearing both as sales and as purchases.

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TABLE XII. Source and disposition of gas, 1920: (Gas account in M cu. ft.) — Concluded

Company	Used by Respondent				Supplied to Other Companies		Sold to consumers[1]	Total of preceding items
	At works and stations	In offices and salesrooms	Elsewhere	Total	Exchange basis	Sale basis		
Consolidated System								
Consolidated Gas	18,682.2	31,087.2	13,366.3	63,135.7	54,183.5	.....	20,753,111.6	20,870,430.8
Astoria L., H. & P.	8,488.2	.....	.....	8,488.2	.....	[2] 12,334,214.0	224.8	12,342,927.0
New Amsterdam Gas	6,060.4	683.2	2,937.9	9,681.5	2,612,619.0	.....	4,281,323.7	6,903,624.2
Central Union Gas	1,286.1	2,781.5	1,307.9	5,375.5	2,347,862.9	.....	3,029,210.1	5,382,448.5
Standard Gas Light	532.5	2,460.9	772.0	3,765.4	6,326.9	.....	2,655,416.9	2,665,509.2
N. Y. Mutual Gas Light	5,117.9	.....	1,450.3	6,568.2	707,177.6	.....	2,077,792.3	2,791,538.1
Northern Union Gas	N. S.	N. S.	N. S.	[3] 2,264.6	.....	[4] 107,885.4	2,040,228.9	2,150,378.9
N. Y. & Queens Gas	N. S.	N. S.	N. S.	[3] 2,587.9	.....	.....	423,231.7	425,819.6
Total	[3] 40,167.3	[3] 37,012.8	[3] 19,834.4	[3] 101,867.0	5,728,169.9	12,442,099.4	35,260,540.0	53,532,676.3
Total, excluding duplicate sales	[3] 40,167.3	[3] 37,012.8	[3] 19,834.4	[3] 101,867.0	.....	.....	35,260,540.0	35,470,292.4
Brooklyn Union System								
Brooklyn Union Gas	37,870.9	33,485.3	.....	71,356.2	.....	3,925,769.0	15,798,444.4	19,795,569.6
Newtown Gas	N. S.	N. S.	.....	[3] 1,560.9	.....	.....	1,333,743.4	1,335,304.3
Flatbush Gas	365.4	146.7	.....	512.1	.....	.....	1,201,477.3	1,201,989.4
Woodhaven Gas Light	.....	915.0	.....	915.0	.....	.....	470,902.4	471,817.4
Jamaica Gas Light	.....	549.0	.....	549.0	.....	.....	395,472.2	396,021.2
Richmond Hill & Q. C. Gas	.....	548.0	.....	548.0	.....	.....	206,027.0	206,575.0
Total	[3] 38,236.3	[3] 35,644.0	.....	[3] 75,441.2	.....	3,925,769.0	19,406,066.7	23,407,276.9
Total, excluding duplicate sales	[3] 38,236.3	[3] 35,644.0	.....	[3] 75,441.2	.....	.....	19,406,066.7	19,481,507.9
Other Companies								
Kings County Lighting	4,018.4	1,691.2	.....	5,709.6	.....	.....	1,543,138.3	1,548,847.9
Brooklyn Borough Gas	3,287.0	1,049.0	.....	4,336.0	.....	.....	762,134.7	766,470.7
N. Y. & Richmond Gas	2,868.1	677.0	.....	3,545.1	.....	.....	646,334.2	649,879.3
Queens Borough G. & E.	217.3	294.3	414.9	926.5	.....	.....	597,789.5	598,716.0
Bronx Gas & Electric	N. S.	N. S.	.....	[3] 1,046.4	.....	.....	226,541.4	227,587.8
Total	[3] 10,390.8	[3] 3,711.5	[3] 414.9	[3] 15,563.6	.....	.....	3,775,938.1	3,791,501.7
Grand total	[3] 88,794.4	[3] 76,368.3	[3] 20,249.3	[3] 192,871.8	5,728,169.9	16,367,868.4	58,442,544.8	80,731,454.9
Grand total, excluding duplicate sales	[3] 88,794.4	[3] 76,368.3	[3] 20,249.3	[3] 192,871.8	.....	107,885.4	58,442,544.8	58,743,302.0

[1] Includes sales to municipality and to private consumers, shown separately in Table XIII. [2] At cost to manufacture, plus interest on investment. [3] The Northern Union, N. Y. & Queens, Newtown Gas and the Bronx Gas & Electric do not report specific company use; gas used by these companies included in total column only. [4] Sold to the Westchester Lighting by the Northern Union at "actual cost."

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TABLE XIII. CONSUMPTION OF GAS, 1920: (A) Number of consumers and street lamps, and gas supplied to the several companies and boroughs

Company and Borough	Number of consumers at close of year [1]	Number of street lamps at close of year [2]	Gas (Cu. Ft.) Supplied to Public: Private consumers	Municipal street lighting [2]	Other municipal service	All consumers: Aggregate	Per mile of main (cu. ft.)[11]
Consolidated System							
Consolidated Gas (Manhattan)	[5] 517,209	.....	20,631,117,800	.....	121,993,800	20,753,111,600	24,687,570
Astoria L., H. & P. (Queens)	4	.....	224,800	.....	.....	224,800	321,140
New Amsterdam Gas	[6] *110,504*	.....	[8] *4,238,023,600*	.....	*43,300,100*	*4,281,323,700*	*12,621,080*
Manhattan	[6] 85,188	.....	[8] 3,299,177,300	.....	37,493,300	3,336,670,600	13,966,220
Queens (East River Gas)	[6] 25,316	.....	938,846,300	.....	5,806,800	944,653,100	9,417,340
Central Union Gas (Bronx)	110,443	.....	3,015,518,600	.....	13,691,500	3,029,210,100	18,699,980
Standard Gas Light	*61,441*	.....	*2,644,218,000*	.....	*11,198,000*	*2,655,416,900*	*13,104,760*
Manhattan	[6] 58,762	.....	2,559,756,100	.....	11,103,400	2,570,859,500	13,125,340
Bronx	[6] 2,679	.....	84,462,800	.....	94,600	84,557,400	12,508,490
New York Mutual Gas Light (Manhattan)	44,900	.....	2,067,504,700	.....	10,287,600	2,077,792,300	12,248,970
Northern Union Gas (Bronx)	[6] 73,329	.....	2,025,174,400	.....	15,054,500	2,040,228,900	11,527,370
N. Y. & Queens Gas (Queens)	11,009	.....	421,709,900	.....	1,521,800	423,231,700	3,268,450
Westchester Lighting (in part) (Bronx)[6]	[7] [2,554]	.....	[100,088,000]	.....	[1,219,300]	[101,307,300]	—
Total	928,839	.....	35,043,492,700	.....	217,047,300	35,260,540,000	17,444,660
Brooklyn Union System							
Brooklyn Union Gas (Brooklyn)	453,319	5,384	15,668,997,574	75,503,970	53,942,900	15,798,444,444	15,343,660
Newtown Gas (Queens)	50,888	.....	1,329,710,232	.....	4,033,200	1,333,743,432	6,333,970
Flatbush Gas (Brooklyn)	32,977	1,274	1,177,381,295	17,695,421	6,400,600	1,201,477,316	9,560,570
Woodhaven Gas Light (Queens)	16,127	.....	469,828,300	.....	1,074,100	470,902,400	4,598,210
Jamaica Gas Light (Queens)	10,840	.....	393,330,800	.....	2,141,400	395,472,200	4,323,990
Richmond Hill & Q. C. Gas (Queens)	6,029	.....	205,378,500	.....	648,500	206,027,000	5,858,030
Total	570,180	6,658	19,244,626,701	93,199,391	68,240,700	19,406,066,792	12,167,420

NOTE.— For as detailed a statement of gas supplied to the public as is given of revenue in Table XXXII, see abstract of return of company in Part III of this report.

[1] As reported by companies; based on the number of active meters, exclusive of those in company's service and of those set but locked, except as specified.

[2] The schedule of hours during which lamps are to be burning during the year is fixed by the city as 3,950. The amount of gas per lamp-hour is reported by most of the companies as 3½ cu. ft.

[3] Includes 122 active meters in service of company.

[4] *Includes meters set but locked.*

[5] *Includes 16,000 cu. ft. supplied to private street lamps.*

[6] Figures for the Westchester Lighting operations are given for the purposes of statistical completeness, but are not included in the totals.

[7] Active meters.

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TABLE XIII. Consumption of gas, 1920: (A) Number of consumers and street lamps, and gas supplied to the several consumption classes, by companies and boroughs — Concluded

Company and Borough	Number of consumers at close of year [1]	Number of street lamps at close of year [2]	Gas (Cu. Ft.) Supplied to Public				
			Private consumers	Municipal street lighting [2]	Other municipal service	All consumers	
						Aggregate	Per mile of main (cu. ft.)[11]
Other Companies							
Kings County Lighting (Brooklyn)	38,506	[3] 3,089	1,491,531,800	47,453,145	4,153,400	1,543,138,345	7,872,350
Brooklyn Borough Gas (Brooklyn)	[4] 20,333	830	747,804,600	11,749,600	2,580,500	762,134,700	6,373,430
N. Y. & Richmond Gas (Richmond)	19,083	.....	643,728,200	.....	2,606,000	646,334,200	4,696,510
Queens Borough G. & E.	*10,469*	[9] *141*	[10] *592,926,400*	*1,829,300*	*3,033,800*	*597,789,500*	*3,212,540*
Queens (Fifth ward)	5,537	.....	400,787,800	.....	3,033,800	403,821,600	4,466,070
Nassau County	4,932	[9] 141	[10] 192,138,600	1,829,300	.....	193,967,900	2,027,680
Bronx Gas & Electric (Bronx)	8,542	.....	224,580,300	.....	1,961,100	226,541,400	3,393,370
Total	96,933	4,060	3,700,571,300	61,032,045	14,334,800	3,775,938,145	5,347,900
Grand total	1,595,952	10,718	57,988,690,701	154,231,436	299,622,800	58,442,544,937	13,521,290
By Boroughs:							
Manhattan	706,059	.....	28,557,555,900	.....	180,878,100	28,738,434,000	19,887,640
Bronx	194,993	.....	5,349,736,100	.....	30,801,700	5,380,537,800	13,043,730
Brooklyn	545,135	10,577	19,085,715,269	152,402,136	67,077,400	19,305,194,805	13,124,660
Queens	125,750	.....	4,159,816,632	.....	18,259,600	4,178,076,232	5,493,640
Richmond	19,083	.....	643,728,200	.....	2,606,000	646,334,200	4,696,510
Nassau County	4,932	141	192,138,600	1,829,300	.....	193,967,900	2,027,680

[1], [2], [4] See these notes on preceding pages.
[3] Company supplies gas to these lamps without contract.
[9] Includes 9 private street lamps.
[10] Includes 124,500 cu. ft. supplied to private street lamps.
[11] For length of mains, see Table V, A.

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TABLE XIII. Consumption of gas, 1920: (B) Metered gas (M cu. ft.) distributed to private consumers, by months

Company	January	February	March	April	May	June	July
Consolidated System							
Consolidated Gas	2,264,092.3	2,308,396.0	2,230,205.1	1,923,528.8	1,699,151.8	1,481,645.5	1,208,069.0
Astoria L., H. & P.	17.5	13.3	15.7	17.7	21.3	23.1	27.2
New Amsterdam Gas	469,889.2	457,372.3	477,151.1	387,538.0	337,845.9	289,864.4	248,317.3
Central Union Gas	324,894.7	300,022.2	316,809.8	275,550.5	249,594.4	230,721.2	176,362.9
Standard Gas Light	287,954.7	295,492.8	285,568.1	243,641.3	208,439.8	192,779.7	141,847.4
N. Y. Mutual Gas Light	227,982.6	235,061.3	218,125.4	206,901.9	164,870.1	141,828.9	120,845.6
Northern Union Gas	215,989.9	205,500.4	199,895.2	176,350.6	168,647.1	147,483.5	118,641.5
N. Y. & Queens Gas	37,771.2	33,557.1	37,192.1	33,187.7	30,687.7	30,770.9	32,049.5
Total	3,828,592.1	3,835,415.4	3,764,962.5	3,246,716.5	2,859,258.1	2,515,117.2	2,045,060.3
Brooklyn Union System							
Brooklyn Union Gas	1,587,822.5	1,668,632.3	1,486,101.5	1,418,645.3	1,280,214.5	1,136,346.8	987,874.2
Newtown Gas	124,196.9	122,199.8	108,950.2	109,048.6	102,037.5	103,977.9	98,199.1
Flatbush Gas	116,477.2	113,154.4	110,055.8	101,434.4	103,474.7	89,070.2	73,050.0
Woodhaven Gas Light	42,099.2	39,969.6	36,911.5	38,499.9	35,310.2	40,993.5	36,884.2
Jamaica Gas Light	34,476.2	32,697.4	31,393.6	30,132.4	32,055.0	35,018.1	30,346.7
Richmond Hill & Q. C. Gas	19,553.9	17,233.8	18,345.8	15,059.7	16,816.0	17,336.4	15,513.7
Total	1,924,625.9	1,993,887.3	1,791,758.4	1,712,820.3	1,569,907.9	1,422,742.9	1,241,867.9
Other Companies							
Kings County Lighting	136,784.4	146,750.8	124,590.8	133,173.6	122,792.0	114,089.6	101,024.8
Brooklyn Borough Gas	59,715.5	55,881.3	56,619.3	51,360.4	59,498.4	66,536.4	72,826.9
N. Y. & Richmond Gas	51,058.5	65,314.2	55,621.9	46,169.4	51,565.8	49,834.2	50,890.1
Queens Borough G. & E.	35,723.6	31,940.0	30,675.0	32,411.5	37,580.6	52,250.3	79,266.9
Bronx Gas & Electric	21,611.2	18,918.2	17,451.7	16,786.9	16,655.1	18,632.4	19,494.2
Total	304,893.2	318,804.5	284,958.7	279,901.8	288,091.9	301,342.9	323,502.9
Grand total	6,058,111.2	6,148,107.2	5,841,679.6	5,239,438.6	4,717,257.9	4,239,203.0	3,610,431.1

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TABLE XIII. Consumption of gas, 1920: (B) Metered gas (M cu. ft.) distributed to private consumers by months — Concluded

COMPANY	August	September	October	November	December	Total	Total[1] meter-months	Average distribution per meter per month (cu. ft.)
CONSOLIDATED SYSTEM								
Consolidated Gas	1,122,018.4	1,179,320.3	1,467,211.4	1,734,769.3	2,013,810.0	20,631,117.8	6,132,501	3.364
Astoria L., H. & P.	20.1	17.0	18.5	14.4	19.0	224.8	44	5.109
New Amsterdam Gas	228,928.9	269,025.4	297,696.7	339,954.5	434,423.9	[2] 4,238,007.6	1,236,202	3.428
Central Union Gas	156,076.9	198,814.1	244,926.5	256,137.0	285,608.4	3,015,518.6	1,317,760	2.288
Standard Gas Light	135,189.6	173,135.1	188,959.8	221,074.5	270,136.1	2,644,218.9	718,254	3.681
N. Y. Mutual Gas Light	115,564.1	126,219.5	144,820.1	166,352.7	198,932.5	2,067,504.7	534,520	3.868
Northern Union Gas	111,807.3	133,831.8	162,703.9	179,990.6	204,332.6	2,025,174.4	857,590	2.361
N. Y. & Queens Gas	31,152.3	32,893.6	38,451.3	38,782.1	45,214.4	421,709.9	128,212	3.289
Total	1,900,757.6	2,113,256.8	2,544,788.2	2,937,075.1	3,452,476.9	35,043,476.7	10,925,083	3.208
BROOKLYN UNION SYSTEM								
Brooklyn Union Gas	937,849.0	1,108,012.9	1,259,091.7	1,375,531.9	1,422,875.0	15,668,997.6	5,393,008	2.905
Newtown Gas	97,095.6	108,379.0	113,882.6	123,478.7	118,264.3	1,329,710.2	600,928	2.213
Flatbush Gas	63,605.7	83,764.1	97,791.2	110,167.2	115,336.4	1,177,381.3	386,171	3.049
Woodhaven Gas Light	35,565.2	32,543.9	42,895.1	45,521.4	42,634.6	469,828.3	188,236	2.496
Jamaica Gas Light	29,583.1	27,728.6	35,306.4	37,587.5	37,005.8	393,330.8	125,021	3.146
Richmond Hill & Q. C. Gas	13,565.5	14,717.7	17,960.5	19,873.5	19,402.0	205,378.5	69,971	2.935
Total	1,177,264.1	1,375,146.2	1,566,927.5	1,712,160.2	1,755,518.1	19,244,626.7	6,763,335	2.845
OTHER COMPANIES								
Kings County Lighting	97,124.8	115,755.4	124,529.4	140,376.6	134,539.6	1,491,531.8	456,376	3.268
Brooklyn Borough Gas	75,393.5	64,808.3	59,716.7	62,297.1	63,150.8	747,804.6	213,506	3.502
N. Y. & Richmond Gas	52,848.9	40,386.3	82,777.6	45,802.9	51,458.4	643,728.2	224,571	2.866
Queens Borough G. & E.	96,231.5	77,058.8	39,704.5	42,857.0	37,102.2	[3] 502,801.9	136,815	4.333
Bronx Gas & Electric	13,637.4	18,581.9	21,085.6	19,859.8	21,865.9	224,580.3	[4] 94,465	2.377
Total	335,236.1	316,590.7	327,813.8	311,193.4	308,116.9	3,700,446.8	1,125,733	3.287
Grand total	3,413,257.8	3,804,993.7	4,439,529.5	4,960,428.7	5,516,111.9	[5] 57,988,550.2	18,814,151	3.082

[1] These totals are the sums of the numbers of meters reported as in use each month of the year, and are chiefly valuable as divisors to obtain the average number of cubic feet per meter per month.
[2] Excludes 16 M cu. ft. supplied to private street lamps.
[3] Excludes 124.5 M cu. ft. supplied to private street lamps.
[4] Number of meters read.
[5] Exclusive of 140.5 M cu. ft. supplied to private street lamps.

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TABLE XIV. GAS APPLIANCES USED BY CONSUMERS, 1920: (A) Number owned by companies and rented out, with changes during year, for the Consolidated System

APPARATUS	Consolidated Gas	Astoria L., H. & P.	New Amsterdam Gas	Central Union Gas	Standard Gas Light	N. Y. Mutual Gas Light [1]	Northern Union Gas	N. Y. & Queens Gas	Total
Ranges:									
Installed during year	12,744	.....	5,743	4,721	3,381	2,357	5,083	82	34,111
Removed during year	8,337	1	2,742	2,405	1,518	1,264	1,644	58	17,969
Net increase	*4,407*	*D 1*	*3,001*	*2,316*	*1,863*	*1,093*	*3,439*	*24*	*16,142*
Connected at close of year	135,275	1	26,520	50,201	20,150	9,743	46,638	512	289,040
Cookers:									
Installed during year	25,074	.....	1,862	1,609	1,249	4	287	478	30,563
Removed during year	15,691	.....	3,009	2,342	1,325	334	776	310	23,787
Net increase	*9,383*	.....	*D 1,147*	*D 733*	*D 76*	*D 330*	*D 489*	*168*	*6,776*
Connected at close of year	121,805	.....	15,292	14,821	11,305	1,291	3,231	2,781	170,526
Water heaters:									
Installed during year	.....	.....	.....	.....	.....	.....	.....	82	82
Removed during year	.....	.....	.....	.....	.....	.....	.....	140	140
Net increase	.....	.....	.....	.....	.....	.....	.....	*D 58*	*D 58*
Connected at close of year	.....	.....	2	.....	.....	.....	.....	1,248	1,250
Broilers:									
Installed during year	2,231	.....	147	2	.....	76	18	.....	2,474
Removed during year	482	.....	89	39	.....	40	11	.....	661
Net increase	*1,749*	.....	*58*	*D 37*	.....	*36*	*7*	.....	*1,813*
Connected at close of year	3,814	.....	459	1,507	.....	201	67	.....	6,048
Ovens:									
Installed during year	164	.....	24	11	.....	32	5	.....	236
Removed during year	152	.....	16	12	.....	12	2	.....	194
Net increase	*12*	.....	*8*	*D 1*	.....	*20*	*3*	.....	*42*
Connected at close of year	513	.....	100	35	.....	86	21	.....	755
Other cooking and domestic appliances:									
Installed during year	3,287	.....	102	.....	.....	.....	9	.....	3,398
Removed during year	5,676	.....	63	.....	.....	.....	3	.....	5,742
Net increase	*D 2,389*	.....	*39*	.....	.....	.....	*6*	.....	*D 2,344*
Connected at close of year	9,168	.....	266	.....	.....	.....	23	.....	6,457
Industrial appliances:									
Installed during year	.....	.....	629	394	.....	449	117	.....	1,589
Removed during year	.....	.....	914	476	.....	696	150	.....	2,236
Net increase	.....	.....	*D 285*	*D 82*	.....	*D 247*	*D 33*	.....	*D 647*
Connected at close of year	.....	.....	1,463	795	.....	1,298	286	.....	3,842

[1] Appliances "sold or lost in district" are included with appliances "removed from consumers' premises during year" as follows: Ranges, 350; cookers, 156; other cooking and domestic appliances, 2; other industrial appliances, 129.

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TABLE XIV. Gas appliances used by consumers, 1920: (B) Number sold during year, by companies

Company	Ranges	Cookers	Water heaters	Heating appliances	Other cooking and domestic appliances	Laundry stoves	Tailors' stoves	Other industrial appliances	Total
CONSOLIDATED SYSTEM									
Consolidated Gas	4,467	4,221	2,713	15,098	80,279	355	129	3,163	110,425
New Amsterdam Gas	505	856	673	2,398	3,559	35	4	613	8,643
Central Union Gas	666	574	756	2,057	3,680	39	60	13,908	21,740
Standard Gas Light	328	533	296	1,232	2,013	29	7	164	4,602
N. Y. Mutual Gas Light	175	169	158	1,245	1,669	7	1	5,989	9,413
Northern Union Gas	734	239	600	1,213	2,865	22	5	2,251	7,929
N. Y. & Queens Gas	404	96	372	360	291	48	.....	7	1,578
Total	7,279	6,688	5,568	23,603	94,356	535	206	26,095	164,330
BROOKLYN UNION SYSTEM									
Brooklyn Union Gas	4,217	5,761	1,952	2,998	6,609	1,204	106	1,688	24,535
Newtown Gas	621	700	498	258	512	81	2	106	2,778
Flatbush Gas	809	399	290	463	603	96	5	84	2,749
Jamaica Gas Light [1]	953	537	437	329	740	109	6	73	3,184
Total	6,600	7,397	3,177	4,048	8,464	1,490	119	1,951	33,246
OTHER COMPANIES									
Brooklyn Borough Gas	1,436	267	546	450	998	134	.....	381	4,212
N. Y. & Richmond Gas	364	222	372	225	199	.....	.....	.....	1,382
Queens Borough G. & E	1,065	430	763	449	88	114	.....	127	3,036
Bronx Gas & Electric	153	161	195	288	175	2	.....	13	987
Total	3,018	1,080	1,876	1,412	1,460	250	.....	521	9,617
Grand total	16,897	15,165	10,621	29,063	104,280	2,275	325	28,567	207,193

[1] Includes appliances sold by the Jamaica Gas to residents of territory served by the Richmond Hill and also to residents of the territory served by the Woodhaven Gas, the revenue from sales of such appliances, however, having been transferred to the two latter companies.

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TABLE XV. ELECTRIC POWER-PLANT APPARATUS, 1920: (A) Boilers and engines, by companies and stations

Company and Station	Boilers: Installed within the year [1]	Boilers: Withdrawn within the year [1]	Boilers: In place at close of year: Number	Boilers: In place at close of year: Capacity (h.p.)	Engines: Installed within the year [1]	Engines: Withdrawn within the year [1]	Engines: In place at close of year: Number	Engines: In place at close of year: Capacity (h. p.): Total	Engines: In place at close of year: Capacity (h. p.): Maximum individual
New York Edison [2,3]	(9) 8,100	.....	208	128,322	(4) 30,160	.....	[4] 42	[4] 494,110	47,000
Gold street	.....	.....	3	880	.....	.....	2	1,350	750
Duane street	.....	.....	20	7,942	.....	.....	8	11,800	2,500
Waterside "A"	.....	.....	54	35,100	.....	.....	[4] 10	[4] 227,600	47,000
Waterside "B"	.....	.....	92	59,800	.....	.....	10	184,800	40,000
Kingsbridge	.....	.....	30	16,500	.....	.....	8	38,400	4,800
Jersey City [3]	(9) 8,100	.....	9	8,100	(4) 30,160	.....	4	30,160	10,050
United Electric L. & P.:									
201st street and Ninth ave	.....	.....	36	23,400	.....	.....	7	193,500	33,000
N. Y. & Queens Elect. L. & P.:									
Astoria	.....	.....	10	4,528	.....	.....	12	11,008½	4,500
Brooklyn Edison	.....	.....	68	43,100	(1) 16,750	(3) 15,690	9	174,640	40,000
Gold street	.....	.....	44	30,200	.....	.....	6	124,390	40,000
66th street	.....	.....	24	12,900	(1) 16,750	(3) 15,690	3	50,250	16,750
Richmond Light & R. R.:									
Livingston	.....	.....	10	6,060	.....	.....	7	39,476	17,600
Flatbush Gas:									
Clarkson street	.....	.....	6	2,373	.....	.....	5	11,506	4,188
Queens Borough G. & E.:									
Far Rockaway	(2) 1,200	.....	12	4,980	.....	.....	6	12,666	5,333
Bronx Gas & Electric: [5]									
Blackrock and Zerega aves	.....	.....	6	2,204	.....	(1) 50	[6] 11	[6,7] 4,873	2,681
Total	(11) 9,300	.....	356	214,967	(5) 46,910	(4) 15,740	[5] 99	[5] 941,774½	47,000

[1] Capacity in horsepower. Number of units in parentheses.
[2] One inoperative engine of 1,200 h. p. is reported for the former 140th street generating station, but is not included in the table because the station is no longer equipped for generation.
[3] The power plant of the Hudson & Manhattan R. R. Co. passed into the control of respondent on Nov. 15, 1920, as Jersey City station.
[4] Includes one G. E. turbine purchased in 1919, capacity 6,900 h. p.
[5] Includes one G. E. turbine purchased in 1919 as 30 h. p. and in 1920 as 40 h. p.
[6] Includes 1 S. A. Wheeler engine reported in 1919 as 30 h. p. and in 1920 as 40 h. p.
[7] Respondent reports three turbines, capacity 2,785 k. v. a., tabulated as 3,733 h. p.

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TABLE XV. Electric power-plant apparatus, 1920: (B) Electric equipment at generating stations

Company	Installed or (D) withdrawn within the year [1]	In Place at Close of Year			Installed or (D) withdrawn within the year [1]	In Place at Close of Year		Installed or (D) withdrawn within the year [1]	In Place at Close of Year	
		Number	Capacity (kw.) Total	Capacity (kw.) Maximum individual		Number	Capacity (kw.)		Number	Capacity (kw.)
	TURBO-UNITS (A. C.)				STEAM-DRIVEN EXCITERS			TRANSMISSION TRANSFORMERS		
New York Edison	*(5) 33,000*	*24*	*329,500*	*35,000*	*(4) 400*	*8*	*1,040*	*(9) 25,200*	*48*	*134,400*
Respondent's own stations [2]	(1) 5,000	[2] 20	[2] 301,500	35,000	.....	.....	.....	(9) 25,200	[3] 48	[3] 134,400
Kingsbridge station [4]	.....	.....	.....	.....	.....	4	[5] 640	.....	.....	.....
Jersey City station [6]	(4) 28,000	4	28,000	9,500	(4) 400	4	400	.....	.....	.....
United Electric L. & P.	D (1) 5,000	7	129,000	22,000	.....	.....	.....	.....	32	77,100
N. Y. & Queens Elect. L. & P.	.....	2	5,000	3,000	.....	4	300	.....	10	6,000
Brooklyn Edison	[7] 6,500	9	130,500	30,000	.....	1	200	(7) 31,360	7	31,360
Richmond Light & R. R.	.....	6	23,000	10,000	.....	3	105	.....	.....	.....
Flatbush Gas	.....	4	6,875	2,500	.....	2	65	.....	.....	.....
Queens Borough G. & E.	.....	3	7,500	4,000	.....	2	125	(2) 930	10	3,460
Bronx Gas & Electric [8]	.....	2	2,750	2,000	.....	1	30	.....	4	1,600
Total	(4) 34,500	57	634,125	35,000	(4) 400	21	1,865	(18) 57,490	111	253,920
	OTHER GENERATORS [9]				MOTOR-DRIVEN EXCITERS			OTHER TRANSFORMERS		
New York Edison	.....	*26*	*40,500*	*4,000*	*(1) 150*	*14*	*1,875*	.....	.....	.....
Respondent's own stations	.....	[10] 18	[10] 8,500	[10] 800	.....	10	1,500	.....	.....	.....
Kingsbridge station [4]	.....	8	32,000	4,000	.....	3	225	.....	.....	.....
Jersey City station [6]	.....	.....	.....	.....	(1) 150	1	150	.....	.....	.....
United Electric L. & P.	.....	.....	.....	.....	.....	6	1,200	.....	10	3,800
N. Y. & Queens Elect. L. & P.	.....	3	2,250	750	.....	.....	.....	.....	7	230
Brooklyn Edison	D (2) 5,700	.....	.....	.....	.....	5	1,150	[11] (7) 2,640	10	3,840
Richmond Light & R. R.	.....	[10] 1	[10] 800	[10] 800	.....	1	75	.....	6	6,000
Flatbush Gas	.....	[12] 1	300	300	.....	3	76	(3) 3,000	[13] 22	[13] 3,730
Queens Borough G. & E.	.....	3	1,200	600	.....	2	135	.....	8	482
Bronx Gas & Electric [8]	.....	2	600	300	.....	1	30	.....	13	750
Total	D (2) 5,700	36	45,650	4,000	(1) 150	32	4,541	(10) 5,640	76	18,832

[1] Capacity in horsepower; number of units in parentheses. [2] One 5,000 kw. turbo-unit heretofore owned by the United Electric but operated by the N. Y. Edison at its Waterside station "A," has been purchased by the latter. It is here tabulated as installed within the year. [3] Includes 39 transformers whose rating was changed during the year from a total of 78,000 kw. to 109,200 kw. [4] Leased to the N. Y. Edison by Third Avenue Ry. under a contract which provides for the supply of current to the lessor. [5] Taken from 1919 report, not reported in 1920. [6] See note 3 in Division A of this table. [7] One 12,500 kw. Westinghouse turbo-generator installed and one 6,000 kw. General Electric turbo-generator retired. [8] See note 5, Division A, of this table. [9] A. C. unless otherwise specified. [10] Direct-connected, D. C. [11] Includes three 400 kw. General Electric transformers for rotary. Transferred from Atlantic avenue substation to Gold street station. [12] Temporarily disconnected. [13] Excludes 1 1,000-k. v. a. transformer in place but not in service.

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TABLE XVI. ELECTRIC [illegible] DISTRIBUTION SYSTEMS, 1920: (a) Detail [illegible]

Company	Overhead Circuits: High-tension transmission (feet)	Overhead Circuits: Other (feet)	Underground Circuits: High-tension transmission (feet)	Underground Circuits: Other (feet)	Total Length of Circuits: In feet	Total Length of Circuits: In miles	Feet of wire	Pounds of copper	Feet of duct occupied by underground lines
Consolidated System									
New York Edison	.....	4,844,378	2,592,422	8,310,185	15,746,985	2,982.38	41,654,968	38,014,747	10,778,339
A. C.	.....	4,837,623	2,592,422	1,329,143	8,759,188	1,658.94	22,296,143	10,361,264	10,778,339
D. C.	.....	6,755	.....	6,981,042	6,987,797	1,323.44	19,358,825	27,653,483	
United Electric L. & P. (A. C.)	.....	.....	979,672	2,326,300	3,305,972	626.13	10,687,834	6,608,847	3,346,466
N. Y. & Queens Elect. L. & P.	497,961	8,288,733	132,012	542,409	9,461,115	1,791.38	28,574,623	3,660,979	229,639
A. C.	497,961	8,286,528	132,012	541,197	9,457,698	1,791.23	28,567,789	3,646,953	229,639
D. C.	.....	2,205	.....	1,212	3,417	.65	6,834	14,026	
Total	497,961	13,133,111	3,704,106	11,178,894	28,514,072	5,400.39	80,917,425	48,284,573	14,354,444
A. C.	497,961	13,124,151	3,704,106	4,196,640	21,522,858	4,076.30	61,551,766	20,617,064	14,354,444
D. C.	.....	8,960	.....	6,982,254	6,991,214	1,324.09	19,365,659	27,667,509	
Other Companies									
Brooklyn Edison	.....	19,615,043	1,963,672	14,803,240	36,381,955	6,890.52	49,763,603	20,419,624	4,542,898
A. C.	.....	16,803,540	1,963,672	14,782,266	33,549,478	6,354.07	46,708,622	20,091,047	4,542,898
D. C.	.....	2,811,503	.....	20,974	2,832,477	536.45	3,054,981	328,577	
Richmond Light & R. R. (A. C.)	287,494	5,188,435	.....	.....	5,475,929	1,037.11	8,631,530	1,852,376	.....
Flatbush Gas (A. C.)	.....	777,426	20,448	868,422	1,666,296	315.59	3,027,264	513,864	[1] 715,972
Queens Borough G. & E. (A. C.)	23,919	2,780,423	.....	17,408	2,821,750	534.42	5,484,746	559,790	17,092
Bronx Gas & Electric (A. C.)	[2] 26,036	[2] 1,084,445	.....	[2] 31,293	[2] 1,141,774	[2] 216.25	2,767,511	339,792	[2] 31,293
Total	337,449	29,445,772	1,984,120	15,720,363	47,487,704	8,993.89	69,674,654	23,685,446	5,307,255
A. C.	337,449	26,634,269	1,984,120	15,699,389	44,655,227	8,457.44	66,619,673	23,356,869	5,307,255
D. C.	.....	2,811,503	.....	20,974	2,832,477	536.45	3,054,981	328,577	
Grand total	835,410	42,578,883	5,688,226	26,899,257	76,001,776	14,394.28	150,592,079	71,970,019	19,661,699
A. C.	835,410	39,758,420	5,688,226	19,896,029	66,178,085	12,533.74	128,171,439	43,973,933	19,661,699
D. C.	.....	2,820,463	.....	7,003,228	9,823,691	1,860.54	22,420,640	27,996,086	

NOTE.—Circuits at 6,600 volts and above are treated as high tension, those below 6,600 volts, as low tension.
[1] "Estimated" by respondent. [2] Respondent reports number of "wires in circuit" and "feet of wire." These figures are the quotient of the latter divided by the former.

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TABLE XVI. Electric transmission and distribution systems, 1920: (B) Poles and line transformers

Company	Number of Poles at Close of Year			Line Transformers							
						Number owned at close of year					
							By frequency			Thereof in stock	
	Wood	Metal	Concrete	Number added within year	Number retired within year	Total	60	125	Total capacity (kw.)	Available for service	Incapacitated
Consolidated System											
New York Edison	12,177	1	.....	163	2	2,561	2,554	7	53,018	362	35
United Electric L. & P.	.....	.....	.....	101	93	3,208	3,208	.....	70,183	61	38
N. Y. & Queens Elect. L. & P.	[1] 30,731	96	421	1,215	60	7,439	7,439	.....	79,234	N. R.	N. R.
Total	42,908	97	421	1,479	155	13,208	13,201	7	202,435	—	—
Other Companies											
Brooklyn Edison	25,594	2,779	1,241	620	14	3,915	3,915	.....	77,710	467	.....
Richmond Light & R. R.	15,741	.....	.....	61	72	2,810	2,810	.....	26,216	38	.....
Flatbush Gas	2,324	531	.....	159	62	775	775	.....	9,300	121	41
Queens Borough G. & E.	7,327	.....	.....	157	131	1,821	1,821	.....	8,420	96	.....
Bronx Gas & Electric	4,625	.....	.....	48	14	319	319	.....	2,558	52	1
Total	55,611	3,310	1,241	1,045	293	9,640	9,640	.....	124,204	774	42
Grand total	98,519	3,407	1,662	2,524	448	22,848	22,841	7	326,639	—	—

[1] Includes 1,956 jointly owned.

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TABLE XVII. ELECTRIC SERVICES, 1930

Company	Added within the Year			Removed or Destroyed within the Year			At Close of Year				
	Number	Average size of wire (in circular mils)	Average length (feet)	Number	Average size of wire (in circular mils)	Average length (feet)	Number	Average size of wire (in circular mils)	Pounds of copper	Average length (feet)	Total length (feet)
Overhead											
New York Edison	3,116	20,492	61	480	23,178	67	15,810	[1] 22,762	[1] 192,822	[1] 51	[1] 798,642
N. Y. & Queens Elect. L. & P.	7,063	N. R.	N. R.	507	N. R.	N. R.	26,277	18,350	338,790	230	6,043,698
Total, Consolidated system	*10,179*	—	—	*987*	—	—	*42,087*	—	*531,612*	—	*6,842,340*
Brooklyn Edison	5,153	15,682	85	122	15,682	85	37,155	15,682	451,208	86	3,190,641
Richmond Light & R. R.	2,391	16,509	90	29	16,509	85	12,709	16,509	[2] 254,180	180	2,287,620
Flatbush Gas	692	200,000	82	25	200,000	75	2,790	200,000	28,839	69	191,513
Queens Borough G. & E.	1,321	17,615	127	.....	.....	.....	9,559	24,500	107,727	153	1,460,447
Bronx Gas & Electric	751	17,820	65	32	21,008	69	2,165	19,574	23,718	85	182,420
Total, overhead	20,487	—	—	1,195	—	—	106,465	—	1,397,284	—	14,154,981
Underground											
New York Edison	4,797	N. R.	N. R.	1,427	N. R.	N. R.	87,569	([3])	([3])	[5] 50	[5] 4,378,450
United Electric L. & P.	1,096	47,536	49	[4] 744	16,398	21	13,254	77,003	447,436	46	608,607
N. Y. & Queens Elect. L. & P.	123	N. R.	N. R.	13	N. R.	N. R.	1,284	28,064	43,798	371	477,477
Total, Consolidated system	*6,016*	—	—	*2,184*	—	—	*102,107*	—	—	—	*5,464,534*
Brooklyn Edison	8,381	26,251	55	110	26,251	55	52,943	26,251	668,800	57	3,021,869
Flatbush Gas	1,432	200,000	71	43	200,000	82	8,771	200,000	110,930	69	605,049
Bronx Gas & Electric	.....	.....	.....	.....	.....	.....	46	66,358	2,821	285	13,107
Total, underground	15,829	—	—	2,337	—	—	163,867	—	—	—	9,104,559
Grand total	36,316	—	—	3,532	—	—	270,332	—	—	—	23,259,540

NOTE.—The United Electric has only underground services; the Queens Borough G. & E. and the Richmond Light & R. R. have only overhead.

[1] Excludes 67 overhead services for which respondent did not furnish data.

[2] The company reports 20, which is probably the average. Figure tabulated is number of services multiplied by 20.

[3] No report for Manhattan. For the 6,351 services in the Bronx, the average size of wire is 64,796 circular mils, the pounds of copper, 266,342, the average length, 71 ft., and the total length, 452,128.

[4] "13 Subsidiaries connections were sold to the New York Edison Company during 1920, the balance were temporarily abandoned during the year and cables withdrawn from service."

[5] Estimated for purposes of tabulation.

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TABLE XVIII. ELECTRIC METERS, 1920: (A) Number and amperage of meters owned at close of year

Company	Pre-payment	Regular, Distributed by Amperes								Total prepay-ment and regular
		Not over 5	6–25	26–100	101–300	301–600	601–2000	Over 2000	Total	
Consolidated System										
New York Edison	242	248,526	48,334	11,598	4,048	2,156	613	26	315,301	315,543
United Electric L. & P.	953	67,584	4,500	2,404	580	22	5	.....	75,095	76,048
N. Y. & Queens Elect. L. & P.	.....	37,110	13,672	1,765	466	60	16	2	53,091	53,091
Total	1,195	353,220	66,506	15,767	5,094	2,238	634	28	443,487	444,682
Other Companies										
Brooklyn Edison	.....	157,943	22,917	3,665	810	228	72	14	185,649	185,649
Richmond Light & R. R.	.....	8,272	5,338	601	48	1	.....	.....	14,260	14,260
Flatbush Gas	3	21,547	1,077	165	29	3	2	.....	22,823	22,826
Queens Borough G. & E.	.....	7,344	4,975	316	31	1	.....	.....	12,667	12,667
Bronx Gas & Electric	.....	3,782	595	121	9	4	2	.....	4,513	4,513
Total	3	198,888	34,902	4,868	927	237	76	14	239,912	239,915
Grand total	1,198	552,108	101,408	20,635	6,021	2,475	710	42	683,399	684,597

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Company	Prepayment	Regular, Distributed by Amperes: Not over 5	6–25	26–100	101–300	301–600	601–2000	Over 2000	Total	Prepayment and regular
Consolidated System										
New York Edison:										
Bought	.....	34,903	4,199	767	254	172	113	2	40,410	40,410
Condemned, etc.	.....	563	475	124	41	23	9	4	1,239	1,239
Net increase	.....	*34,340*	*3,724*	*643*	*213*	*149*	*104*	*D 2*	*39,171*	*39,171*
United Electric L. & P.:										
Bought	.....	4,228	193	112	194	3	1	.....	4,731	4,731
Condemned, etc.	1	20	10	21	12	.....	.....	.....	63	64
Net increase	*D 1*	*4,208*	*183*	*91*	*182*	*3*	*1*	.....	*4,668*	*4,667*
N. Y. & Queens Elect. L. & P.:										
Bought	.....	12,528	1,571	211	49	8	1	.....	14,368	14,368
Condemned, etc.	.....	.....	7	2	2	.....	.....	.....	11	11
Net increase	.....	*12,528*	*1,564*	*209*	*47*	*8*	*1*	.....	*14,357*	*14,357*
Net increase, Consolidated system	D 1	51,076	5,471	943	442	160	106	D 2	58,196	58,195
Other Companies										
Brooklyn Edison:										
Bought	.....	37,290	2,955	250	52	12	2	4	40,565	40,565
Condemned, etc.	.....	546	383	125	35	1	2	.....	1,092	1,092
Net increase	.....	*36,744*	*2,572*	*125*	*17*	*11*	.....	*4*	*39,473*	*39,473*
Richmond Light & R. R.:										
Bought	.....	2,098	707	1	2	.....	.....	.....	2,808	2,808
Condemned, etc.	.....	10	.....	.....	.....	.....	.....	.....	10	10
Net increase	.....	*2,088*	*707*	*1*	*2*	.....	.....	.....	*2,798*	*2,798*
Flatbush Gas:										
Bought	.....	4,326	136	37	.....	3	.....	.....	4,502	4,502
Condemned, etc.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Net increase	.....	*4,326*	*136*	*37*	.....	*3*	.....	.....	*4,502*	*4,502*
Queens Borough G. & E.:										
Bought	.....	2,140	344	9	1	.....	.....	.....	2,494	2,494
Condemned, etc.	.....	14	11	1	.....	.....	.....	.....	26	26
Net increase	.....	*2,126*	*333*	*8*	*1*	.....	.....	.....	*2,468*	*2,468*
Bronx Gas & Electric:										
Bought	.....	1,376	128	19	.....	.....	.....	.....	1,523	1,523
Condemned, etc.	.....	1	1	.....	.....	.....	.....	.....	2	2
Net increase	.....	*1,375*	*127*	*19*	.....	.....	.....	.....	*1,521*	*1,521*
Net increase, Other companies	.....	46,659	3,875	190	20	14	.....	4	50,762	50,762
Grand total:										
Bought	.....	98,889	10,233	1,406	552	198	117	6	111,401	111,401
Condemned, etc.	1	1,154	887	273	90	24	11	4	2,443	2,444
Net increase	*D 1*	*97,735*	*9,346*	*1,133*	*462*	*174*	*106*	*2*	*108,958*	*108,957*

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TABLE XVIII. Electric meters, 1920: (C) Disposition of meters owned at close of year

Company	In Consumers' Service				In company service [1]	In Shop		In Stock		Total
	Set but cut out	Active	Total							
			Regular	Prepayment		Regular	Prepayment	Regular	Prepayment	
Consolidated System										
New York Edison	.....	[2] 296,165	296,001	164	687	.....	.....	18,613	78	315,543
United Electric L. & P.	1,203	72,009	72,335	877	116	65	.....	2,579	76	76,048
N. Y. & Queens Elect. L. & P.	866	47,589	48,455	.....	145	.....	.....	4,491	.....	53,091
Total	2,069	415,763	416,791	1,041	948	65	.....	25,683	154	444,682
Other Companies										
Brooklyn Edison	[3] 28,763	[3] 151,659	180,422	.....	.....	.....	.....	5,227	.....	185,649
Richmond Light & R. R.	15	13,575	13,590	.....	17	52	.....	601	.....	14,260
Flatbush Gas	527	21,021	21,548	.....	27	31	.....	1,217	3	22,826
Queens Borough G. & E.	3,937	8,340	12,277	.....	28	.....	.....	362	.....	12,667
Bronx Gas & Electric	172	3,903	4,075	.....	19	.....	.....	419	.....	4,513
Total	33,414	198,498	231,912	.....	91	83	.....	7,826	3	239,915
Grand total	35,483	614,261	648,703	1,041	1,039	148	.....	33,509	157	684,597

NOTE.— Maximum demand meters in service were as follows: N. Y. Edison, 166; United Electric, 108; N. Y. & Queens, 49; Brooklyn Edison, 785; Richmond Light & R. R., 32; and Flatbush Gas, 8.

[1] All regular.

[2] The N. Y. Edison Co. reports that it is not accustomed to "cut out" or lock meters on premises temporarily consuming no electricity, therefore, the temporarily inactive meters are included with the active.

[3] Respondent reports 28,763 more meters "in use by consumers" than active meters, exclusive of those in company service. These cut out.

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TABLE XIX. INCANDESCENT LAMPS PURCHASED AND ISSUED, BY WATTAGE 1920: (A) Tungsten lamps — Concluded

Company	Watts											
	2½–10[1]	15–20	25[2]	40[3]	50	60	75[4]	100[5]	125–250[6]	300–500[7]	750–1000[8]	Total
Queens Borough G. & E.:												
Purchased	3,028	589	8,058	4,597	13,094	54	2,664	1,692	5,768	338	11	39,893
Issued:												
Installations (" company use ")	35	.....	155	117	1,024	115	131	400	177	20	3	2,177
Renewals (" free ")	70	11	103	144	230	22	1,230	30	4,957	245	3	7,045
Sales	3,018	528	7,960	4,336	11,895	1,388	1,375	1,754	381	57	5	32,697
Total issued	*3,123*	*539*	*8,218*	*4,597*	*13,149*	*1,525*	*2,736*	*2,184*	*5,515*	*322*	*11*	*41,919*
Bronx Gas & Electric:												
Purchased	340	360	1,920	.....	1,540	.....	500	144	6,028	504	.....	11,336
Issued:												
Installations (" free ")	22	.....	.....	.....	9	.....	4	.....	199	8	.....	242
Renewals (" free ")	.....	.....	5	.....	3	5	14	27	4,181	711	.....	4,946
Sales	.....	294	1,396	.....	1,395	10	130	148	1,353	24	.....	4,750
Total issued	*22*	*294*	*1,401*	.....	*1,407*	*15*	*148*	*175*	*5,733*	*743*	.....	*9,938*
Grand total:												
Purchased	78,791	59,094	265,657	67,253	206,798	52,116	55,883	67,492	101,983	25,013	1,240	981,320
Issued:												
Installations (" free ")[12]	57	.....	188	117	1,033	115	135	400	380	31	3	2,459
Renewals (" free ")	3,322	128	11,397	1,097	4,562	244	1,325	5,178	23,832	5,258	30	56,373
Sales	75,297	46,608	200,118	64,443	269,037	91,174	22,491	74,440	35,071	21,587	1,004	901,270
Total issued	*78,676*	*46,736*	*211,703*	*65,657*	*274,632*	*91,533*	*23,951*	*80,018*	*59,283*	*26,876*	*1,037*	*960,102*

[1] Includes an inconsiderable number reported as of 2 or 4 candle power.
[2] Includes an inconsiderable number reported as of 30 watts, or as of 21 c. p.
[3] Includes an inconsiderable number of 35 watts.
[4] Includes an inconsiderable number reported as of 80 watts, or as of 60 c. p. and nitrogen lamps of 75 watts.
[5] Includes lamps of 125 watts of N. Y. Edison, not separately reported.
[6] Includes for N. Y. Edison, all lamps of over 250 watts, and for various other companies, tungstens reported as of 100 c. p. and nitrogens of 200 watts.
[7] Includes tungstens reported as of 250, or of 400 c. p. and nitrogens of 400 watts.
[8] Includes tungstens reported as of 600 or of 1,000 c. p.
[9] Lamps of over 250 watts not separately returned included with 125 to 250. See note 6.
[10] N. Y. & Queens keeps no record of lamps issued to consumers without cost.
[11] These figures are for both tungsten and nitrogen lamps.
[12] Includes installations in company's service for Queens Borough G. & E.

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TABLE XX. CONNECTED LOAD, 1920: (A) Summary by companies, and proportion primarily for lighting and for power

Company	Kilowatts of Connected Apparatus					Per Cent Distribution				
	Lighting		Power		Total	Lighting		Power		Total
	Municipal street	Commercial	Railway	Non-railway		Municipal street	Commercial	Railway	Non-railway	
Consolidated System										
New York Edison	4,765	438,943	39,100	478,753	961,561	0.49	45.65	4.07	49.79	100
United Electric L. & P.	523	103,556	6,500	41,791	152,370	0.34	67.96	4.27	27.43	100
N. Y. & Queens Elect. L. & P.	1,514	46,414	1,286	39,918	89,132	1.70	52.07	1.44	44.79	100
Total	6,802	588,913	46,886	560,462	1,203,063	0.56	48.95	3.90	46.59	100
Other Companies										
Brooklyn Edison	2,555	[1] 236,856	[1] 3,414	[1] 266,280	509,105	0.50	46.52	0.67	52.31	100
Richmond Light & R. R.	558	[2] 10,000	4,170	11,022	25,750	2.17	38.83	16.20	42.80	100
Flatbush Gas	284	16,000	.....	2,444	18,728	1.52	85.43	.....	13.05	100
Queens Borough G. & E.	227	9,177	.....	6,586	15,990	1.42	57.39	.....	41.19	100
Bronx Gas & Electric	277	3,314	.....	4,265	7,856	3.53	42.18	.....	54.29	100
Total	3,901	275,347	7,584	290,597	577,429	0.68	47.68	1.31	50.33	100
Grand total	10,703	864,260	54,470	851,059	1,780,492	0.60	48.54	3.06	47.80	100

NOTE.— Company-service apparatus not included.
[1] See note 4 on page 1 of Div. B.
[2] See note 8 on page 1 of Div. B.

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TABLE XX. Connected load, 1920: (B) Number of lamps

§ 1. Lighting (number of lamps)

Company and Class of Apparatus	Indicated Increase or (D) Decrease from Previous Year: Total	Thereof — Arc	Thereof — Gas-filled	Thereof — Other filament [1]	Total number connected at close: D. C. system	A. C. system	Total	Thereof — Arc	Thereof — Gas-filled	Thereof — Other filament [1]	Total rating in kilowatts
Municipal Street Lighting [2]											
New York Edison	218	.....	232	D 14	13,010	9,539	22,549	24	20,088	2,437	4,765
United Electric L. & P.	35	.....	9	26	.....	2,477	2,477	.....	1,742	735	523
N. Y. & Queens Elect. L. & P.	340	.....	340	.....	.....	17,418	17,418	.....	17,418	.....	1,514
Total, Consolidated system	*593*	.....	*581*	*12*	*13,010*	*29,434*	*42,444*	*24*	*39,248*	*3,172*	*6,802*
Brooklyn Edison	586	.....	450	136	5,110	7,563	[3] 12,685	12	10,135	2,538	2,555
Richmond Light & R. R.	.....	.....	.....	.....	.....	5,493	5,493	.....	5,493	.....	558
Flatbush Gas	49	.....	49	.....	.....	1,462	1,462	.....	1,462	.....	284
Queens Borough G. & E.	58	.....	58	.....	.....	3,011	3,011	.....	3,011	.....	227
Bronx Gas & Electric	193	.....	193	.....	.....	2,756	2,756	.....	2,756	.....	277
Total	1,479	.....	1,331	148	18,120	49,719	[3] 67,851	36	62,105	5,710	10,703
Commercial Lighting [4, 5]											
New York Edison	734,377	[6] 102	.....	734,275	6,924,348	1,538,139	8,462,487	[7] 13,339	.....	8,449,148	438,943
United Electric L. & P.	202,999	D 1,330	.....	204,329	.....	2,071,119	2,071,119	.....	.....	2,071,119	103,556
N. Y. & Queens. Elect. L. & P. [5]	—	—	—	—	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	46,414
Total, Consolidated system	—	—	—	—	—	—	—	—	—	—	*588,913*
Brooklyn Edison	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	[4] 236,856
Richmond Light & R. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	[8] 10,000
Flatbush Gas	33,049	.....	.....	33,049	.....	320,000	320,000	.....	.....	320,000	16,000
Queens Borough G. & E.	26,420	.....	.....	26,420	.....	181,438	181,438	20	.....	181,418	9,177
Bronx Gas & Electric	17,928	D 10	.....	17,938	.....	79,638	79,638	.....	.....	79,638	3,314
Total	—	—	—	—	—	—	—	—	—	—	864,260

[1] Includes tungsten, carbon filament and other lamps.
[2] All owned by companies.
[3] Includes 12 arc lamps, not separated as to A. C. or D. C.
[4] The Brooklyn Edison does not keep detailed records of commercial lighting or commercial power by number of units connected, but keeps a record and reports the total connected load (506,550 kw. hrs.) for commercial lighting, railway and commercial power, other than railway. In 1918 the company gave an estimated distribution of the load as indicated by the "record of size of meters" between "industrial" (tabulated under motors), "light and small power" (tabulated under commercial lighting), and railway. The figures given here are obtained by using the same proportions as in 1918.
[5] The N. Y. & Queens Elect. L. & P. reports "no record" for commercial lighting, merely giving the total connected load (46,414 kw. hrs.).
[6] Consists of net installations, 422 vapor arc lamps, and net withdrawals, 320 arc and gas filled lamps.
[7] Includes 3,445 vapor arc lamps, the remainder being arc and gas filled.
[8] Estimated by Accounting Division as approximately 10,000.

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TABLE XX. Connected load, 1920: (B) Number of units and rating in kilowatts
§ 1. Lighting (number of lamps) — Concluded

Company and Class of Apparatus	Indicated Increase or (D) Decrease from Previous Year				Total Number Connected at Close of Year						Total rating in kilowatts
	Total	Thereof —			D. C. system	A. C. system	Total	Thereof —			
		Arc	Gas-filled	Other filament [1]				Arc	Gas-filled	Other filament [1]	
Company Service											
New York Edison	.....	.....	.....	.....	33,717	4,458	38,175	.....	.....	38,175	1,793
United Electric L. & P.	166	D 14	.....	180	.....	10,884	10,884	.....	.....	10,884	544
N. Y. & Queens Elect. L. & P.	210	.....	210	.....	.....	3,856	3,856	.....	972	2,884	208
Total, Consolidated system	*376*	*D 14*	*210*	*180*	*33,717*	*19,198*	*58,915*	.....	*972*	*51,943*	*2,545*
Brooklyn Edison	629	D 13	259	383	5,794	568	6,362	.....	1,529	4,833	396
Richmond Light & R. R.	.....	.....	.....	.....	208	643	[2] 3,618	24	827	[2] 2,767	733
Flatbush Gas	.....	.....	.....	.....	.....	255	255	5	.....	250	37
Queens Borough G. & E.	20	.....	.....	20	.....	778	778	.....	.....	778	54
Bronx Gas & Electric	132	.....	14	118	.....	887	887	.....	15	872	46
Total	1,157	D 27	483	701	39,719	22,329	[2] 64,815	29	3,343	61,443	3,811

[1] Includes tungsten, carbon filament and other lamps.
[2] Respondent reports 2,767 other filament lamps in company's service not classified either as A. C. or D. C.

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TABLE XX. Connected load, 1920: (B) Number of units and rating in kilowatts

§ 2. Power

Company and Class of Apparatus	Indicated Increase or (D) Decrease from Previous Year		Total Number Connected at Close of Year				Total rating in kilowatts
	Total	Thereof owned by company	D. C. system	A. C. system	Total	Thereof owned by company	
RAILWAY (kw.) [1]							
New York Edison	.....	.....	.....	39,100	39,100	.....	[2] 39,100
United Electric L. & P.	.....	.....	.....	6,500	6,500	.....	([3])
N. Y. & Queens Elect. L. & P.	D 545	.....	N. S.	N. S.	1,286	.....	[4] 1,286
Brooklyn Edison [1]	[1] 445	N. R.	N. R.	N. R.	[1] 3,414	N. R.	[1, 5] 3,414
Richmond Light & R. R.	.....	.....	.....	4,170	4,170	4,170	[6] 4,170
Total	D 100	—	—	—	54,470	—	47,970
COMMERCIAL [1]							
Electric Motors							
New York Edison (kw.)	44,024	.....	412,860	27,771	440,631	.....	440,631
United Electric L. & P. (h. p.)	5,713¼	.....	.....	56,019½	56,019½	.....	41,791
N. Y. & Queens Elect. L. & P. (number)	547	N. R.	.....	5,693	5,693	.....	34,835
Brooklyn Edison [1]	N. R.	N. R.	N. R.	N. R.	N. R.	N. R.	[1] 266,280
Richmond Light & R. R. (number)	245	.....	10	807	817	.....	11,022
Flatbush Gas (number)	226	.....	.....	485	485	.....	2,427
Queens Borough G. & E. (kw.)	330	.....	.....	2,669	2,669	.....	2,669
Bronx Gas & Electric (number)	55	.....	.....	422	422	.....	4,265
Total	—	—	—	—	—	—	803,920
Battery Charging							
New York Edison (kw.)	1,657	.....	23,368	2,974	26,342	.....	26,342
N. Y. & Queens Elect. L. & P. (outlets)	6	6	.....	42	42	42	138
Flatbush Gas (kw.)	.....	.....	.....	17	17	.....	17
Queens Borough G. & E. (kw.)	4	.....	.....	56	56	.....	56
Total	—	—	—	—	—	—	26,553
Heating Appliances							
New York Edison (kw.)	1,006	.....	10,179	1,601	11,780	.....	11,780
N. Y. & Queens Elect. L. & P. (number)	2,123	.....	.....	10,545	10,545	.....	4,045
Queens Borough G. & E. (kw.)	546	.....	.....	3,861	3,861	.....	3,861
Total	—	—	—	—	—	—	20,586
Total, Commercial	—	—	—	—	—	—	851,050

[1] See note 4 on preceding page. [2] Maximum demand during year, 37,600 kw. [3] Maximum demand during year, 13,264 kw. [4] Maximum demand during year, 867 kw. [5] Maximum demand during year, 861 kw. The respondent reports that total rating in kilowatts is "unknown." [6] Maximum demand during year, 2,550 kw.

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TABLE XX. Connected load, 1920: (B) Number of units and rating in kilowatts — Concluded

§ 2. Power — Concluded

Company and Class of Apparatus	Indicated Increase or (D) Decrease from Previous Year		Total Number Connected at Close of Year				Total rating in kilowatts
	Total	Thereof owned by company	D. C. system	A. C. system	Total	Thereof owned by company	
COMPANY SERVICE							
Electric Motors							
New York Edison (kw.)	.....	.....	3,203	222	3,425	3,425	3,425
United Electric L. & P. (h. p.)	13	13	.....	354	354	354	264
N. Y. & Queens Elect. L. & P. (number)	D 1	D 1	2	97	99	99	299
Brooklyn Edison (number)	D 122	D 122	438	167	605	605	9,914
Flatbush Gas (number)	1	1	5	28	33	33	741
Queens Borough G. & E. (kw.)	.....	.....	.....	203	203	203	203
Bronx Gas & Electric (number)	6	6	.....	29	29	29	416
Total	—	—	—	—	—	—	15,262
Batteries not in Distributing System							
New York Edison (kw.) [7]	.....	.....	217	468	685	685	685
N. Y. & Queens Elect. L. & P. (cells)	.....	.....	.....	4	4	4	22
Brooklyn Edison (cells)	.....	.....	159	.....	159	159	29
Total	—	—	—	—	—	—	736
Heating Appliances							
N. Y. & Queens Elect. L. & P. (number)	6	6	.....	11	11	11	13
Brooklyn Edison (number)	D 23	D 23	.....	.....	.....	.....	.....
Total	D 17	D 17	—	11	11	11	13
Total, company-service	—	—	—	—	—	—	16,011

[7] Includes miscellaneous.

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TABLE XXI. PRODUCTION OF ELECTRIC ENERGY, BY COMPANIES AND STATIONS, 1920: (A) Energy generated in relation to fuel consumed and to generating capacity

Company and Station	Fuel Consumed			Kilowatt-Hours Generated (Including Station Consumption)			Capacity of station (kw.)	Kw. hrs. generated per kw. of capacity
	Anthracite coal (cwt.)	Bituminous coal (cwt.)	Pounds per kw. hr. generated	Direct current	Alternating and direct current combined: Aggregate for year	Alternating and direct current combined: Average per day		
Consolidated System								
New York Edison	[1] *1,068,109*	[1] *19,666,752*	*2.36*	*5,803,368*	*879,476,321*	*2,402,941*	*370,000*	*2,377*
Used at Waterside stations [1]	—	—	—	.....	7,771,658	21,234	—	—
Waterside "A"	.....	8,669,360	[2] 2.08	.....	417,364,300	1,140,340	166,000	[2] 2,514
Waterside "B"	.....	10,450,899	[2] 2.44	.....	427,603,900	1,168,317	135,500	[2] 3,156
Kingsbridge	.....	545,597	[2] 3.98	.....	13,716,735	37,477	32,000	[2] 429
Jersey City [3]	397,678	896	5.52	.....	7,216,360	19,717	28,000	258
Duane street	670,431	.....	[4] 11.69	5,737,048	5,737,048	15,675	7,600	755
Gold street	([1])	([1])	([1])	66,320	66,320	181	900	74
United Electric L. & P.	.....	8,233,956	1.98	.....	416,719,200	1,138,577	129,000	3,230
N. Y. & Queens Elect. L. & P.	99,790	39,852	4.39	.....	3,178,030	[5] 8,683	7,250	438
Total	1,167,899	27,940,560	2.24	5,803,368	1,299,373,551	3,550,201	506,250	2,567
Other Companies								
Brooklyn Edison	*70,723*	*9,843,807*	*2.49*	*15,196,973*	*398,160,000*	*1,087,869*	*130,500*	*3,051*
Used at generating stations [2]	—	—	([2])	15,196,973	15,196,973	41,522	—	([2])
Gold street	6,720	7,844,097	[2] 2.62	.....	300,194,511	820,204	93,000	[2] 3,228
66th street	64,003	1,999,800	[2] 2.49	.....	82,768,516	226,143	37,500	[2] 2,207
Richmond Light & R. R.	.....	932,600	2.51	.....	37,154,460	101,515	23,800	1,561
Flatbush Gas	548,488	25,136	3.98	144,782	14,419,500	39,397	7,175	2,010
Queens Borough G. & E.	.....	351,118	3.75	.....	9,365,050	25,588	8,700	1,076
Bronx Gas & Electric	137,240	31,610	4.42	.....	3,824,170	10,448	3,350	1,142
Total	756,451	11,184,361	2.58	15,341,755	462,923,180	1,264,817	173,525	2,668
Grand total	1,924,350	39,124,921	2.33	21,145,123	1,762,296,731	4,815,018	679,775	2,592

[1] Respondent uses no coal at the Gold street station, but purchases the steam directly, amounting to $663.20.

[2] As identity of stations producing energy used at generating stations of the Brooklyn Edison and at the Waterside stations of the New York Edison is not shown by these companies, data for fuel consumed per kw. hr. generated and for energy generated per kw. of capacity are only approximately correct for individual stations of those companies.

[3] The power plant of the Hudson & Manhattan R. R. Co. situated in New Jersey passed into the control of respondent on Nov. 15, 1920, as Jersey City station.

[4] Most of the coal of this station is used for keeping the station in readiness for emergency service.

[5] The respondent operated its plant only 126 days during the year. The average for the period of actual operation is 25,222 kw. hrs.

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TABLE XXI. Production of electric energy, by companies and stations, 1920: (B) Net output in relation to station capacity, connected load and maximum load

Company	Capacity of station (kw.)	Net output of generating stations (kw. hrs.) [1]	Average net output per hour (kw. hrs.)	Connected load Dec. 31 (kw.) [2]	Maximum load (kw.)	Ratio (per cent) of maximum load to station capacity	Rates (per cent) of average net output per hour to —		
							Station capacity	Connected load	Maximum load (*the load factor*)
Consolidated System									
New York Edison	*370,000*	*871,704,663*	*99,233*	*961,561*	*302,985*	*81.89*	*26.82*	*10.32*	*32.75*
Waterside "A"	166,000	417,364,300	47,514	—	134,500	81.02	28.62	—	35.33
Waterside "B"	135,500	427,603,900	48,680	—	128,100	94.54	35.93	—	38.00
Kingsbridge [3]	32,000	[3] 13,716,735	[3] 1,562	—	27,200	85.00	[3] 4.88	—	[3] 5.74
Jersey City [4]	28,000	7,216,360	821	—	18,900	105.00	2.94	—	4.35
Duane street [3]	7,600	[3] 5,737,048	[3] 653	—	7,131	93.83	[3] 8.59	—	[3] 9.16
Gold street [3]	900	[3] 66,320	[3] 8	—	466	51.78	[3] 0.89	—	[3] 1.72
United Electric L. & P.	129,000	406,622,147	46,291	152,370	95,550	74.07	35.88	30.38	48.45
N. Y. & Queens Elect. L. & P. [5]	7,250	[5] 3,169,490	[5] 361	89,132	5,100	70.34	[5] 4.98	[5] 0.41	[5] 7.08
Total	506,250	1,281,496,300	145,890	1,203,063	—	—	28.82	12.13	—
Other Companies									
Brooklyn Edison	*130,500*	*382,963,027*	*43,598*	*509,105*	*116,500*	*89.27*	*33.41*	*8.56*	*37.42*
Gold street	93,000	300,194,511	34,175	—	85,000	91.40	36.75	—	40.21
66th street	37,500	82,768,516	9,423	—	31,500	84.00	25.13	—	29.91
Richmond Light & R. R.	23,800	34,445,372	3,921	[2] 25,750	11,100	52.24	16.47	15.23	35.32
Flatbush Gas	7,175	12,856,285	1,464	18,728	6,295	87.74	20.40	7.82	23.26
Queens Borough G. & E.	8,700	9,058,105	1,031	15,990	4,575	52.59	11.85	6.45	22.54
Bronx Gas & Electric	3,350	3,003,895	342	7,856	1,670	49.85	10.21	4.35	20.48
Total	173,525	442,326,684	50,356	577,429	—	—	20.02	8.72	—
Grand total	679,775	[6] 1,723,822,984	196,246	1,780,492	—	—	28.87	11.02	—

[1] Excludes current used in the generating stations.
[2] Excludes all company-service items, with the exception of the railway load of 4,170 kw. of the Richmond Light & R. R.
[3] Kingsbridge, Duane and Gold street stations are used for emergency service only. The average output per hour in the table is for the full 8,784 hours per year and the ratios are based on this average.
[4] See note 3 on preceding page.
[5] Operated during the winter only. The average output per hour in the table is for the full 8,784 hours per year and the ratios are based on this average.
[6] See note 1 on second double-page of table XXIII.

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PRODUCTION OF ELECTRIC CURRENT, 1920: QUANTITY [illegible] FUEL

Company and Kind of Material	On hand at beginning of year	Received during year	Total	Used During Year: Under boilers	Used During Year: Elsewhere	Used During Year: Total	Sold during year	On hand at close of year	Stock expense	Cost of Coal Used (Inclusive of Stock Expense Applicable): Aggregate	Cost of Coal Used: Per cwt. (cents)
ANTHRACITE STEAM COAL											
Consolidated System											
New York Edison	48,192	1,544,877	1,593,069	1,068,109	11,023	1,079,132	73,448	440,489	[1] $22,950 13	[1] $308,694 17	28.61
N. Y. & Queens Elect. L. & P.	16,880	105,243	122,123	99,790	.....	99,790	.....	22,333	1,783 38	29,097 94	29.16
Total	65,072	1,650,120	1,715,192	1,167,899	11,023	1,178,922	73,448	462,822	$24,733 51	$337,792 11	28.65
Other Companies											
Brooklyn Edison	86,397	61,536	147,933	70,723	47,010	117,733	40	30,160	[2] $4,220 47	[2] $25,726 50	21.85
Flatbush Gas	155,177	529,581	684,758	548,488	22,470	570,958	440	113,360	11,420 78	149,135 31	26.12
Queens Borough G. & E.[3]	786	1,403	2,189	.....	1,133	1,133	.....	1,056	.....	552 48	48.76
Bronx Gas & Electric	[4] 48,734	[5] 101,697	150,431	137,240	[6] 1,443	[7] 138,683	1,355	[4] 10,393	[8] 361 83	[7] 31,251 30	22.53
Total	291,094	694,217	985,311	756,451	72,056	828,507	1,835	154,969	$16,003 08	$206,665 59	24.94
Total, anthracite	356,166	2,344,337	2,700,503	1,924,350	83,079	2,007,429	75,283	617,791	$40,736 59	$544,457 70	27.12
BITUMINOUS STEAM COAL											
Consolidated System											
New York Edison	1,274,740	22,699,868	23,974,608	19,666,752	43,704	19,710,456	36,734	4,227,418	[1] $419,186 53	[1] $7,426,163 93	37.68
United Electric L. & P.	117,485	8,248,790	8,366,275	8,233,956	.....	8,233,956	.....	132,319	101,357 03	3,096,225 27	37.60
N. Y. & Queens Elect. L. & P.	1,622	40,171	41,793	39,852	.....	39,852	.....	1,941	1,045 57	11,808 73	29.63
Total	1,393,847	30,988,829	32,382,676	27,940,560	43,704	27,984,264	36,734	4,361,678	$521,589 13	$10,534,197 93	37.64
Other Companies											
Brooklyn Edison	651,078	10,837,723	11,488,801	9,843,897	93,028	9,936,925	9,956	1,541,920	[2] $583,519 51	[2] $4,341,103 63	43.69
Richmond Light & R. R.	379,482	997,420	1,376,902	932,609	26,380	958,989	.....	417,922	([9])	385,368 00	40.19
Flatbush Gas	10,081	23,445	33,526	25,136	2,473	27,609	.....	5,917	1,774 35	13,035 72	47.22
Queens Borough G. & E.	78,770	370,453	449,223	351,118	34	351,152	10,192	87,879	3,848 93	129,377 29	36.84
Bronx Gas & Electric	[4] 6,966	57,152	64,118	31,610	[10] 5	31,615	.....	[4] 32,503	[8] 178 26	8,814 84	27.88
Total	1,126,377	12,286,193	13,412,570	11,184,351	121,920	11,306,281	20,148	2,086,141	$589,321 05	$4,877,699 48	43.14
Total, bituminous	2,520,224	43,275,022	45,795,246	39,124,921	165,624	39,290,545	56,882	6,447,819	$1,110,910 18	$15,411,897 41	39.23
Grand total, all coal	2,876,390	45,619,359	48,495,749	41,049,271	248,703	41,297,974	132,165	7,065,610	$1,151,646 77	$15,956,355 11	38.64

[1] The company returns $442,136.66 as cost of removing ashes, operating coal storage plant and miscellaneous items for anthracite and bituminous steam coal combined. This amount is apportioned between the two according to the number of pounds of each consumed during the year. [2] An item of $185,040.65 for handling coal and ashes in connection with anthracite and bituminous steam coal combined is apportioned between the two according to the number of pounds of each consumed during the year. [3] All figures have been equally divided between gas and electrical departments by this Commission. [4] Includes inventories of gas department, not separately reported by respondent. [5] Excludes the 27,663 cwt. used in the gas department. [6] Division made by arbitrarily assigning to the gas and electrical departments, respectively, one-half of the coal used "elsewhere," and one-half of the "adjustment." [7] See note 6. [8] Stock expense apportioned between gas and electrical departments by this Commission according to the number of pounds consumed in each. [9] Stock expense not separately reported. [10] Amount under "Used elsewhere" represents "Adjustment," divided equally between gas and electrical departments.

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TABLE XXIII. VARIATION OF OUTPUT AND OF LOAD, 1920: (A) Total, daily average, maximum day's and minimum day's output (kw.hrs.) of each company and station, by months

Item	Consolidated System								
	New York Edison						United Electric L. & P.	N. Y. & Queens Elect. L. & P.[2]	Total
	Waterside "A"	Waterside "B"	Kingsbridge	Duane street	Jersey City[1]	Total			
January:									
Total output	36,076,600	41,451,700	2,674,927	627,534	——	[3] 80,863,424	32,836,613	681,960	114,381,997
Daily average	1,163,761	1,337,152	86,288	20,243	——	2,608,498	1,059,246	21,999	3,689,742
Maximum day	N.R.	N.R.	N.R.	N.R.	——	(8) 3,539,774	(8) 1,194,640	(7) 28,810	——
Minimum day	N.R.	N.R.	N.R.	N.R.	——	(18) 1,548,000	(4) 817,520	(19) 22,580	——
February:									
Total output	32,637,000	33,700,600	1,577,489	417,220	——	[3] 68,344,779	28,875,217	531,030	97,751,026
Daily average	1,125,414	1,162,090	54,396	14,387	——	2,356,717	995,697	18,311	3,370,725
Maximum day	N.R.	N.R.	N.R.	N.R.	——	(4) 3,333,083	(4) 1,134,920	(4) 25,120	——
Minimum day	N.R.	N.R.	N.R.	N.R.	——	(8) 1,370,600	(29) 742,490	(28) 21,350	——
March:									
Total output	37,465,000	36,873,900	1,168,722	474,583	——	[3] 75,994,993	31,556,286	15,085	107,566,364
Daily average	1,208,548	1,189,481	37,701	15,309	——	2,451,451	1,017,945	487	3,469,883
Maximum day	N.R.	N.R.	N.R.	N.R.	——	(29) 3,199,148	(16) 1,133,080	(30) 5,045	——
Minimum day	N.R.	N.R.	N.R.	N.R.	——	(28) 1,322,800	(7) 759,270	(29) 5,005	——
April:									
Total output	34,411,300	34,115,800	.....	498,528	——	69,025,628	29,744,090	32,055	98,801,773
Daily average	1,147,043	1,137,193	.....	16,618	——	2,300,854	991,470	1,069	3,293,392
Maximum day	N.R.	N.R.	.....	N.R.	——	(2) 3,058,660	(21) 1,157,850	(5) 11,765	——
Minimum day	N.R.	N.R.	.....	N.R.	——	(25) 1,270,700	(11) 719,010	(1) 4,995	——
May:									
Total output	34,099,300	30,715,500	.....	374,621	——	65,189,421	30,912,566	.....	96,101,987
Daily average	1,099,977	990,823	.....	12,085	——	2,102,885	997,180	.....	3,100,064
Maximum day	N.R.	N.R.	.....	N.R.	——	(14) 3,036,765	(14) 1,179,620	.....	——
Minimum day	N.R.	N.R.	.....	N.R.	——	(16) 1,234,700	(30) 654,040	.....	——
June:									
Total output	31,071,600	31,211,900	.....	368,072	——	[3] 62,652,670	33,390,094	.....	96,042,764
Daily average	1,035,720	1,040,397	.....	12,269	——	2,088,422	1,113,003	.....	3,201,425
Maximum day	N.R.	N.R.	.....	N.R.	——	(17) 2,706,710	(17) 1,313,620	.....	——
Minimum day	N.R.	N.R.	.....	N.R.	——	(20) 1,186,700	(6) 699,470	.....	——
July:									
Total output	31,704,000	31,452,300	.....	315,895	——	63,472,195	32,783,377	.....	96,255,572
Daily average	1,022,710	1,014,590	.....	10,190	——	2,047,490	1,057,528	.....	3,105,018
Maximum day	N.R.	N.R.	.....	N.R.	——	(22) 2,843,926	(22) 1,233,440	.....	——
Minimum day	N.R.	N.R.	.....	N.R.	——	(18) 1,212,900	(4) 697,310	.....	——

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August:									
Total output	31,842,300	33,342,400	.....	376,923	—	[illegible]	[illegible]	[illegible]	[illegible]
Daily average	1,027,171	1,075,561	.....	12,159	—	(18) 2,115,[illegible]	(31) [illegible]	[illegible]	[illegible]
Maximum day	N.R.	N.R.	.....	N.R.	—	(8) 2,874,953	(1) 841,[illegible]	[illegible]	[illegible]
Minimum day	N.R.	N.R.	.....	N.R.	—	(8) 1,239,500	[illegible]	[illegible]	[illegible]
September:									
Total output	32,564,100	34,233,700	.....	340,107	—	67,137,907	26,295,117	[illegible]	[illegible]
Daily average	1,085,470	1,141,123	.....	11,337	—	2,237,930	1,206,837	.....	3,444,767
Maximum day	N.R.	N.R.	.....	N.R.	—	(30) 3,346,415	(30) 1,429,430	.....	—
Minimum day	N.R.	N.R.	.....	N.R.	—	(5) 1,255,400	(5) 923,620	.....	—
October:									
Total output	37,441,200	37,174,300	1,717,764	487,077	—	76,820,341	38,123,745	393,790	115,337,576
Daily average	1,207,781	1,199,171	55,412	15,712	—	2,478,076	1,229,798	12,703	3,720,577
Maximum day	N.R.	N.R.	N.R.	N.R.	—	(28) 3,445,470	(28) 1,344,800	(22) 21,900	—
Minimum day	N.R.	N.R.	N.R.	N.R.	—	(10) 1,423,700	(3) 956,470	(9) 16,480	—
November:									
Total output	37,519,200	39,971,300	3,013,662	682,042	2,515,368	[1,3] 83,702,127	37,210,753	724,480	121,637,360
Daily average	1,250,640	1,332,377	100,455	22,735	[1] 167,691	2,790,071	1,240,358	24,149	4,054,579
Maximum day	N.R.	N.R.	N.R.	N.R.	N.R.	(17) 3,946,064	(30) 1,353,140	(17) 33,240	—
Minimum day	N.R.	N.R.	N.R.	N.R.	N.R.	(17) 1,609,300	(21) 1,010,930	(6) 28,260	—
December:									
Total output	40,532,700	43,360,500	3,564,171	774,446	4,700,992	[1] 92,932,809	40,082,886	791,090	133,806,785
Daily average	1,307,506	1,398,726	114,973	24,982	151,645	2,997,833	1,292,996	25,519	4,316,348
Maximum day	N.R.	N.R.	N.R.	N.R.	N.R.	(22) 3,950,825	(14) 1,439,020	(10) 32,590	—
Minimum day	N.R.	N.R.	N.R.	N.R.	N.R.	(26) 1,811,110	(12) 1,035,910	(29) 29,650	—
Year:									
Total output	417,364,300	427,603,900	13,716,735	5,737,048	7,216,360	[1,3] 871,704,663	406,622,147	3,169,490	1,281,496,300
Daily average	1,140,340	1,168,317	37,477	15,675	—	2,381,707	1,110,989	8,660	3,501,356
Maximum day	N.R.	N.R.	N.R.	N.R.	—	[4] 3,950,825	1,439,020	33,240	—
Date	—	—	—	—	—	December 22	December 14	November 17	—
Minimum day	N.R.	N.R.	N.R.	N.R.	—	1,186,700	654,040	4,995	—
Date	—	—	—	—	—	June 20	May 30	April 1	—

NOTE.— Net output except for Flatbush Gas and Queens Borough, for which the gross output (i. e. including energy used at the generating station) is given. See Table XXV. Figures in parentheses indicate day of month.

[1] The power plant of the Hudson & Manhattan R. R. Co., situated in New Jersey, passed under the jurisdiction of respondent on November 15, 1920, as Jersey City station.

[2] Company did not operate full time; daily average based on 366 days.

[3] Includes output of Gold street as follows: January, 32,663; February, 12,470; March, 12,788; June, 1,098; August, 6,746; November, 555; total for year, 66,320 kw. hrs.; a daily average output of 181 based on 366 days.

[4] Slight difference between these figures and corresponding figures of Table XXIV, A, are due to the fact that the former are based on recording watt-meter readings and the latter on indicating watt-meter readings.

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TABLE XXIII. Variation of output and of load, 1920: (A) Total, daily average, maximum day's and minimum day's output (kw.hrs.) of each company and station by months — Concluded

Item	Brooklyn Edison						Richmond Light & R. R.	Flatbush Gas	Queens Borough G. & E.	Bronx Gas & Electric	Grand total
	Gold street		66th street		Total						
January:											
Total output		25,319,482		8,274,981		33,594,463	3,578,900	1,283,091	702,150	301,168	153,841,769
Daily average		816,757		266,935		1,083,692	115,448	41,390	22,650	9,715	4,962,638
Maximum day	(21)	1,042,000	(8)	342,000	(8)	1,368,000	(14) 139,000	(8) 47,185	(9) 25,750	(9) 13,000	——
Minimum day	(4)	417,000	(25)	163,000	(25)	609,000	(25) 73,100	(25) 31,680	(25) 19,250	(18) 10,600	——
February:											
Total output		23,081,273		5,740,602		28,821,875	2,961,900	1,063,989	584,200	251,427	131,434,417
Daily average		795,906		197,952		993,858	102,134	36,689	20,145	8,670	4,532,221
Maximum day	(24)	1,008,000	(3)	303,000	(3)	1,256,000	(4) 124,000	(3) 41,750	(16) 22,750	(2) 11,800	——
Minimum day	(8)	413,000	(20)	134,000	(8)	567,000	(8) 65,400	(15) 29,920	(15) 17,000	(15) 9,200	——
March:											
Total output		27,019,255		5,215,155		32,234,410	2,966,420	1,074,045	610,250	256,888	144,708,377
Daily average		871,589		168,231		1,039,820	95,691	34,647	19,685	8,287	4,668,012
Maximum day	(5)	1,022,000	(29)	231,000	(16)	1,234,000	(19) 113,000	(16) 41,001	(18) 22,100	(2) 10,600	——
Minimum day	(28)	398,000	(28)	117,000	(28)	515,000	(6) 56,970	(28) 25,540	(21) 16,100	(21) 8,500	——
April:											
Total output		25,138,671		4,357,750		29,496,421	2,639,400	938,821	562,050	231,468	132,669,933
Daily average		837,956		145,258		983,214	87,980	31,294	18,735	7,716	4,422,331
Maximum day	(17)	1,038,000	(27)	240,000	(2)	1,198,000	(7) 110,000	(27) 36,870	(27) 21,500	(13) 10,800	——
Minimum day	(25)	436,000	(11)	64,000	(25)	510,000	(11) 57,600	(25) 23,920	(25) 14,250	(4) 9,000	——
May:											
Total output		23,869,717		4,818,056		28,687,773	2,218,300	887,589	600,850	266,853	128,763,352
Daily average		766,991		155,421		925,412	71,558	28,632	19,382	8,608	4,153,657
Maximum day	(14)	981,000	(14)	236,000	(14)	1,207,000	(14) 92,000	(11) 34,440	(8) 22,500	(31) 12,800	——
Minimum day	(9)	370,000	(30)	39,000	(9)	402,000	(12) 40,600	(30) 19,910	(2) 14,500	(6) 10,400	——
June:											
Total output		24,435,099		5,333,859		29,768,958	2,244,400	834,335	720,600	277,975	129,889,022
Daily average		814,503		177,795		992,299	74,813	27,811	24,020	9,266	4,329,634
Maximum day	(17)	974,000	(16)	274,000	(1[illegible])	1,[illegible],000	(14) 91,000	(17) 33,892	(23) 27,500	(2) 13,200	
Minimum day	(13)	450,000	(6)	46,000	(6)	557,000	(13) 56,600	(27) 20,917	(6) 20,250	(5) 10,400	
July:											
Total output		23,917,354		5,917,791		29,835,145	2,417,000	874,791	1,008,200	315,973	130,706,681
Daily average		771,528		190,896		962,424	77,968	28,219	32,522	10,193	4,216,344
Maximum day	(22)	989,000	(22)	253,000	(18)	1,172,000	(23) 100,000	(30) 37,080	(22) 38,000	(24) 13,800	
Minimum day	(4)	427,000	(4)	121,000	(4)	548,000	(2) 61,700	(5) 19,851	(1) 26,450	(12) 11,200	

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August:															
Total output		24,633,038		6,290,990		30,933,028		2,933,050		[illegible]		[illegible]		[illegible]	[illegible]
Daily average		794,614		213,225		997,840		94,615		35,115		31,5[illegible]		320,337	140,671,[illegible]
Maximum day	(31)	991,000	(18)	262,000	(25)	1,237,000	(26)	107,200	(18)	42,420	(18)	917,850		10,678	[illegible]
Minimum day	(8)	422,000	(22)	130,000	(8)	564,000	(15)	64,400	(1)	23,050	(8)	31,595			
September:															
Total output		25,808,910		5,903,647		31,712,557		3,249,320		1,128,348		[illegible]			
Daily average		860,297		196,788		1,057,065		108,311		37,612		[illegible]			
Maximum day	(30)	1,140,000	(30)	233,000	(30)	1,413,000	(15)	119,400	(30)	[illegible]	(4)	[illegible]	(4)	[illegible]	
Minimum day	(26)	479,000	(5)	147,000	(5)	627,000	(12)	64,300	(5)	23,820	(26)	24,250	(30)	14,600	—
October:															
Total output		26,510,166		8,475,700		34,985,866		3,337,500		1,491,976		793,850		315,214	156,262,282
Daily average		855,167		273,410		1,128,576		107,661		48,128		25,608		10,168	5,040,719
Maximum day	(28)	1,107,000	(29)	370,000	(28)	1,469,000	(29)	124,900	(28)	61,140	(28)	29,250	(2)	13,500	—
Minimum day	(10)	468,000	(3)	167,000	(10)	659,000	(10)	62,400	(3)	35,900	(10)	21,250	(10)	11,900	—
November:															
Total output		24,898,546		10,726,645		35,625,191		3,636,800		1,829,714		835,050		362,474	163,926,589
Daily average		829,952		357,555		1,187,506		121,227		60,990		27,835		12,082	5,464,220
Maximum day	(17)	1,051,000	(23)	447,000	(17)	1,492,000	(24)	147,000	(23)	68,310	(23)	31,000	(15)	15,200	—
Minimum day	(14)	461,000	(7)	217,000	(14)	707,000	(27)	76,400	(7)	50,280	(2)	21,150	(25)	11,500	—
December:															
Total output		25,563,000		11,704,340		37,267,340		4,330,800		1,924,310		902,850		406,132	178,638,217
Daily average		824,613		377,559		1,202,172		139,703		62,075		29,124		13,101	5,762,523
Maximum day	(10)	1,054,000	(10)	457,000	(10)	1,511,000	(22)	162,000	(22)	69,300	(22)	32,900	(24)	14,900	—
Minimum day	(26)	432,000	(19)	240,000	(26)	712,000	(25)	83,900	(26)	48,360	(12)	24,000	(31)	10,300	—
Year:															
Total output		300,194,511		82,768,516		382,963,027		36,513,790		14,419,500		9,365,050		3,634,695	[1] 1,728,392,362
Daily average		820,204		226,143		1,046,347		99,764		39,398		25,588		9,931	4,722,384
Maximum day		1,140,000		457,000		1,511,000		162,000		69,300		41,750		15,200	—
Date		September 30		December 10		December 10		December 22		December 22		August 18		November 15	—
Minimum day		370,000		30,000		492,000		40,630		19,851		14,250		8,500	—
Date		May 9		May 30		May 9		May 12		July 5		April 25		March 21	—

[1] Includes 4,569,378 kw. hrs. not reported in schedules from which table XXI was tabulated as follows: Bronx G. & E., 630,800 kw. hrs., bought at seller's switchboard; Flatbush Gas, 1,563,215 kw. hrs. used at generating stations; Queens Borough, 306,945 kw. hrs. used at generating stations, and Richmond Light & R. R., 2,068,418 kw. hrs. not classified.

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TABLE XXIII. Variation of output and of load, 1920: (B) Monthly maximum peak load (kw.) of each station, with date [1] and time of day

Item	New York Edison							United Electric L. & P.
	Waterside "A"	Waterside "B"	Kingsbridge	Duane street	Gold street	Jersey City	Total for company	
January:								
Peak load	(8) 110,500	(8) 124,250	(15) 25,900	(9) 7,131	(16) 466	—	(8) 266,023	(20) 78,050
Time of day	4:30 to 5	4:30 to 5	5 to 5:30	4:30 to 5	4 to 4:30	—	4:30 to 5	5:30 to 6
February:								
Peak load	(4) 96,900	(4) 111,400	(4) 24,000	(3) 5,462	(4) 402	—	(4) 233,929	(26) 77,300
Time of day	5:30 to 6	4:30 to 5	5 to 5:30	4:30 to 5	3:30 to 4	—	5 to 5:30	6:30 to 7
March:								
Peak load	(29) 104,150	(16) 111,400	(11) 14,000	(13) 4,802	(5) 399	—	(16) 218,026	(19) 83,400
Time of day	4 to 4:30	4:30 to 5	3 to 3:30	11 to 11:30 A. M.	4:30 to 5	—	4:30 to 5	6:30 to 7
April:								
Peak load	(21) 98,200	(21) 113,050	.....	(5) 5,932	.....	—	(5) 210,280	(21) 78,550
Time of day	11 to 11:30 A. M.	10 to 10:30 A. M.	—	3:30 to 4	—	—	3 to 3:30	11 to 11:30
May:								
Peak load	(14) 101,100	(14) 102,100	.....	(14) 6,144	.....	—	(14) 208,593	(1) 77,900
Time of day	1:30 to 2	1:30 to 2	—	10:30 to 11 A. M.	—	—	1:30 to 2	9 to 9:30
June:								
Peak load	(4) 89,300	(17) 93,600	.....	(18) 5,301	(30) 378	—	(21) 175,990	(17) 80,800
Time of day	4 to 4:30	4 to 4:30	—	3 to 3:30	4:30 to 5	—	2:30 to 3	8:30 to 9
July:								
Peak load	(22) 91,300	(22) 112,550	.....	(22) 6,291	.....	—	(22) 207,406	(22) 71,800
Time of day	4:30 to 5	3:30 to 4	—	4 to 4:30	—	—	3:30 to 4	3:30 to 4
August:								
Peak load	(10) 87,650	(31) 111,100	.....	(19) 3,971	(20) 396	—	(31) 199,531	(28) 82,900
Time of day	3 to 3:30	3:30 to 4	—	10 to 10:30 A. M.	3 to 3:30	—	3:30 to 4	8 to 8:30
September:								
Peak load	(29) 102,500	(30) 105,250	.....	(30) 4,803	.....	—	(30) 206,360	(20) 93,200
Time of day	3:30 to 4	4 to 4:30	—	11:30 to 12 A. M.	—	—	4:30 to 5	8 to 8:30
October:								
Peak load	(4) 94,600	(25) 102,500	(25) 21,000	(18) 4,636	.....	—	(18) 214,426	(2) 89,800
Time of day	9 to 9:30 A. M.	9:30 to 10 A. M.	10 to 10:30 A. M.	2 to 2:30	—	—	3 to 3:30	7:30 to 8
November:								
Peak load	(22) 134,500	(30) 125,200	(24) 27,200	(17) 6,812	(5) 393	(23) 18,900	(22) [illegible]	[illegible]
Time of day	4:30 to 5	4:30 to 5	4:30 to 5	4:30 to 5	4:30 to 5	[illegible]		
December:								
Peak load	(22) 128,700	(9) 128,100	(22) 27,200	(1) [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Time of day	4:30 to 5	4:30 to 5	4:30 to 5					
Year:								
Peak load	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Time of day	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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1920: (B) Monthly

Item	N. Y. & Queens Elect. L. & P.	Brooklyn Edison: Gold street	Brooklyn Edison: 66th street	Brooklyn Edison: Total for company	Richmond Light & R. R.	Flatbush Gas	Queens Borough G. & E.	Bronx Gas & Electric
January:								
Peak load	(9) 4,769	(8) 79,000	(8) 24,400	(8) 103,400	(3) 8,000	(5) 4,540	(24) 2,300	(3) 1,010
Time of day	4:55	5:00	5:00	5:00	N.R.	7 to 7:30	7:00	6:50
February:								
Peak load	(11) 4,655	(24) 68,000	(3) 23,000	(3) 84,000	(2) 7,000	(28) 4,330	(21) 2,150	(7) 960
Time of day	6:08	4:30	6:00	6:00	N.R.	7 to 7:30	7:00	8:00
March:								
Peak load	(31) 2,057	(16) 67,000	(16) 16,000	(16) 83,000	(19) 7,000	(20) 4,415	(27) 2,210	(27) 1,000
Time of day	8:10	10:30 A. M.	10:30 A. M.	10:30 A. M.	N.R.	7 to 7:30	7:35	7:30
April:								
Peak load	(1) 2,055	(13) 77,000	(28) 16,700	(21) 87,300	(7) 7,000	(17) 4,120	(17) 2,225	(24) 1,010
Time of day	8:07	1:00	10 A. M.	11 A. M.	N.R.	8:30 to 9	8:40	8:30
May:								
Peak load	.....	(14) 72,000	(14) 18,600	(14) 90,600	(18) 6,400	(8) 4,210	(29) 3,200	(29) 1,580
Time of day	——	1:30	1:30	1:30	N.R.	9 to 9:30	9:25	9:30
June:								
Peak load	.....	(21) 68,000	(17) 16,600	(21) 84,400	(4) 6,000	(5) 4,230	(19) 3,650	(12) 1,560
Time of day	——	2:30	3:30	2:30	N.R.	9 to 9:30	9:30	9:30
July:								
Peak load	.....	(22) 76,000	(22) 17,000	(22) 93,000	(23) 7,000	(31) 3,950	(31) 4,475	(31) 1,670
Time of day	——	3:30	3:30	3:30	N.R.	9 to 9:30	8:50	9:30
August:								
Peak load	.....	(31) 69,000	(21) 17,600	(31) 81,600	(27) 7,400	(28) 4,000	(21) 4,575	(7) 1,640
Time of day	——	3:30	9:00	3:30	N.R.	8:30 to 9	8:30	9:30
September:								
Peak load	.....	(30) 74,000	(20) 18,400	(30) 88,000	(21) 8,000	(30) 4,965	(4) 4,525	(11) 1,620
Time of day	——	11:30 A. M.	8:00	11:30 A. M.	N.R.	7:30 to 8	8:30	9:00
October:								
Peak load	(20) 5,100	(19) 72,000	(30) 22,500	(28) 91,600	(7) 7,900	(28) 5,590	(2) 2,900	(2) 1,300
Time of day	7:25	11 A. M.	8:00	7:30	N.R.	7:30 to 8	8:00	7:30
November:								
Peak load	(10) 5,100	(30) 85,000	(30) 31,500	(30) 116,500	(24) 8,900	(23) 5,975	(20) 2,850	(3) 1,200
Time of day	5:06	5:00	5:00	5:00	N.R.	7 to 7:30	7:00	6:00
December:								
Peak load	(1) 5,100	(22) 85,000	(22) 30,900	(22) 115,900	(6) 11,100	(24) 6,295	(24) 2,775	(24) 1,275
Time of day	4:50	5:00	5:00	5:00	N.R.	7:30 to 8	7:00	8:00
Year:								
Peak load	5,100	85,000	31,500	116,500	11,100	6,295	4,575	1,670
Time of day	7:25	5:00	5:00	5:00	N.R.	7:30 to 8	8:30	9:30

1 Figures in parentheses represent day of month

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TABLE XXIV. VARIATION OF OUTPUT AND OF LOAD: Output (kw.hrs.) for each hour of the maximum week and of the minimum day, 1910
(A) New York Edison

Hour Beginning —	Seven-Day Period Having Day of Maximum Output at Center							Total for seven days	Average for the seven days	Ratio (per cent) of each hour's average to hourly average for entire week	Day of minimum output (June 20)
	December 19	December 20	December 21	December 22	December 23	December 24	December 25				
12 Midnight	73,900	63,800	72,700	71,600	75,200	73,400	80,900	511,500	73,071	54.78	55,900
1 A. M.	58,100	49,900	59,000	57,900	56,400	58,700	53,200	393,200	56,171	42.11	42,900
2 A. M.	47,400	46,500	50,200	48,700	49,800	49,400	48,300	340,300	48,614	36.44	38,650
3 A. M.	43,900	44,200	48,700	46,600	46,600	46,000	45,600	321,600	45,943	34.44	34,150
4 A. M.	41,400	43,800	47,700	45,600	47,300	46,000	43,000	314,800	44,971	33.71	30,800
5 A. M.	42,100	49,900	55,600	56,200	58,000	56,600	42,000	360,400	51,486	38.60	29,300
6 A. M.	44,300	81,800	78,400	79,600	77,500	83,100	48,200	492,900	70,414	52.79	31,300
7 A. M.	49,400	115,100	117,200	123,100	128,000	123,700	56,450	712,950	101,850	76.35	34,400
8 A. M.	60,100	184,448	190,079	200,241	203,910	196,110	60,700	1,095,588	156,513	117.33	39,700
9 A. M.	63,400	207,272	213,666	225,778	221,864	214,258	65,700	1,211,938	173,134	129.79	45,400
10 A. M.	67,500	210,404	210,632	224,824	214,796	206,958	66,500	1,201,614	171,659	128.69	46,900
11 A. M.	73,000	206,204	209,532	223,524	208,996	202,958	67,100	1,191,314	170,188	127.58	47,400
12 Noon	71,700	178,934	186,734	206,340	179,670	175,634	74,400	1,073,412	153,345	114.96	48,600
1 P. M.	72,800	207,354	208,932	238,140	201,482	187,876	74,200	1,190,784	170,112	127.53	49,200
2 P. M.	73,100	211,104	215,632	252,616	209,082	189,676	71,300	1,222,510	174,644	130.92	49,200
3 P. M.	76,600	226,773	231,389	279,861	221,953	198,400	72,300	1,307,276	186,754	140.00	48,700
4 P. M.	121,400	300,363	300,359	338,385	291,907	232,700	97,500	1,682,614	240,374	180.20	47,600
5 P. M.	136,700	282,210	279,510	280,476	280,386	236,000	128,800	1,624,082	232,012	173.93	47,100
6 P. M.	137,500	228,500	229,000	228,000	231,000	208,800	138,800	1,402,500	200,357	150.20	52,900
7 P. M.	134,000	205,100	205,400	203,750	207,700	101,400	136,800	1,284,150	183,450	137.53	60,200
8 P. M.	126,500	188,300	186,900	189,200	191,700	179,700	134,100	1,198,400	171,200	128.34	85,500
9 P. M.	120,000	165,900	162,600	158,850	166,800	164,500	125,600	1,064,250	152,036	113.98	90,300
10 P. M.	105,500	129,900	130,000	128,400	140,000	138,300	110,900	883,000	126,143	94.57	82,200
11 P. M.	86,400	96,300	96,800	93,600	99,900	111,300	92,300	676,600	96,657	72.46	65,500
Less excitation	*42,090*	*50,982*	*54,210*	*55,660*	*53,968*	*51,002*	*39,790*	*347,702*	*49,672*	—	*23,360*
Day's total	1,886,610	3,673,084	3,733,355	3,945,625	3,755,978	3,520,468	1,804,860	22,409,980	3,201,426	100.00	1,180,300
Add Blackwell's Island	3,060	3,740	3,680	3,810	3,850	3,640	3,230	25,010	3,573	—	1,860
Adjusted total	1,890,670	3,676,824	3,737,035	3,949,435	3,759,828	3,524,108	1,808,090	22,434,990	3,204,999	—	1,182,160

NOTE.—Data for the N. Y. & Queens Electric L. & P. are not given because it purchased nearly all the current distributed, and for the Bronx Gas & Electric Issues to date are reported. Data for the N. Y. Edison cover all generating stations and include also the current purchased from the United Electric (see Table XXV). The slight differences between maximum and minimum day's output as given here, and as given in Table XXIII, A, are due to the fact that the former are based on readings of indicating watt meters, and the latter on recording watt-hour meters.

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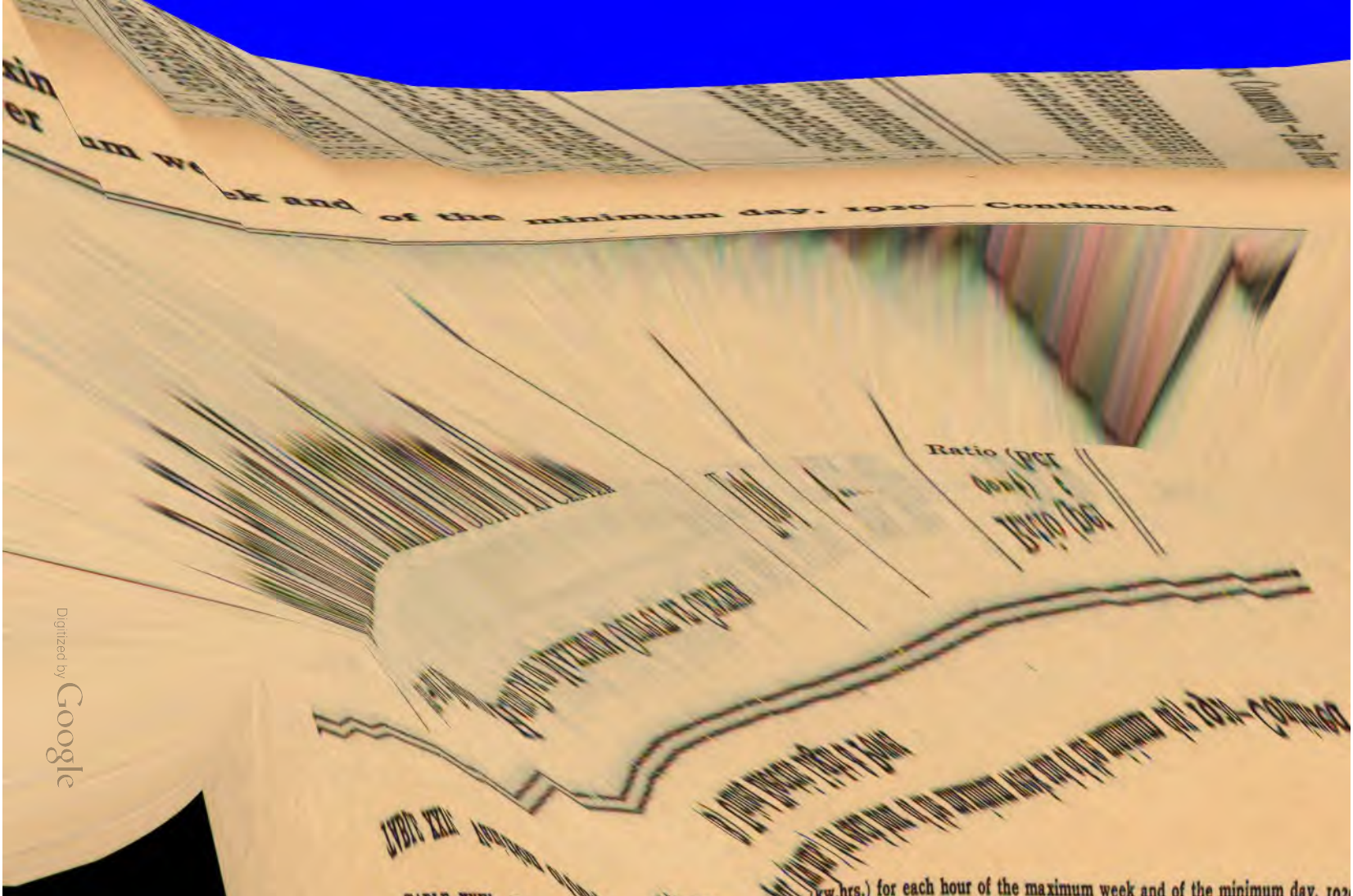

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TABLE XXIV. Variation of output and of load: Output (kw.hrs.) for each hour of the maximum week and of the minimum day, 1920 — Continued

(C) Brooklyn Edison

Hour Beginning —	Seven-day Period Having Day of Maximum Output at Center							Total for seven days	Average for the seven days	Ratio (per cent) of each hour's average to hourly average for entire week	Day of minimum output (May 9)
	December 7	December 8	December 9	December 10	December 11	December 12	December 13				
12 Midnight	28,200	28,600	28,000	28,500	29,000	32,000	26,500	200,800	28,686	52.88	25,000
1 A. M.	23,500	24,000	23,000	23,500	25,000	24,000	21,000	164,000	23,429	43.19	20,000
2 A. M.	22,000	22,500	22,500	23,000	23,000	22,000	19,000	154,000	22,000	40.56	19,000
3 A. M.	21,500	22,000	21,500	21,000	22,000	20,000	19,000	147,000	21,000	38.71	18,000
4 A. M.	21,500	22,500	21,500	21,000	21,000	19,000	19,000	145,500	20,786	38.32	17,000
5 A. M.	22,600	23,000	22,500	22,000	22,000	19,500	19,500	151,100	21,586	39.79	15,000
6 A. M.	25,000	25,500	26,000	26,000	25,000	20,000	25,000	172,500	24,643	45.43	13,000
7 A. M.	40,000	40,000	42,000	42,500	36,000	18,000	40,000	258,500	36,929	68.08	13,000
8 A. M.	67,200	67,250	70,000	70,000	56,000	17,500	70,000	417,950	59,707	110.07	14,000
9 A. M.	74,000	75,000	77,000	82,000	62,500	20,000	73,000	463,500	66,214	122.07	15,000
10 A. M.	75,500	75,000	79,500	93,000	62,500	20,000	74,000	479,500	68,500	126.28	16,000
11 A. M.	72,000	72,000	77,500	87,000	61,000	21,000	71,000	461,500	65,929	121.54	17,000
12 Noon	50,000	50,000	51,000	72,000	41,000	20,000	55,000	339,000	48,429	89.28	16,500
1 P. M.	70,000	70,000	77,000	81,000	36,000	20,000	71,000	425,000	60,714	111.93	16,000
2 P. M.	74,000	74,000	80,000	86,000	37,000	20,000	76,000	447,000	63,857	117.72	16,500
3 P. M.	77,500	78,000	83,000	95,000	42,000	21,000	82,000	478,500	68,357	126.02	16,000
4 P. M.	91,000	91,000	97,000	108,000	50,000	30,000	104,000	571,000	81,571	150.38	15,500
5 P. M.	101,000	102,000	103,000	101,000	87,000	55,000	102,000	651,000	93,000	171.45	15,500
6 P. M.	92,000	91,000	92,000	88,500	89,000	57,000	92,000	601,500	85,929	158.41	16,000
7 P. M.	91,000	90,700	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	84,600	155.96	[illegible]
8 P. M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
9 P. M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
10 P. M.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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TABLE XXIV. Variation of output and of load: Output (kw.hrs.) for each hour of the maximum week and of the minimum day, 1920 — Continued
(E) Flatbush Gas

Hour Beginning —	Seven-day Period Having Day of Maximum Output at Center							Total for seven days	Average for the seven days	Ratio (per cent) of each hour's average to hourly average for entire week	Day of minimum output (July 5)
	December 19	December 20	December 21	December 22	December 23	December 24	December 25				
12 Midnight	1,945	1,537	1,630	1,675	1,700	1,800	2,375	12,662	1,809	69.19	1,155
1 A. M.	1,540	1,225	1,350	1,375	1,400	1,250	1,725	9,865	1,409	53.89	880
2 A. M.	1,365	1,250	1,285	1,300	1,300	1,125	1,375	9,000	1,286	49.19	795
3 A. M.	1,290	1,250	1,280	1,250	1,300	1,100	1,175	8,645	1,235	47.24	795
4 A. M.	1,300	1,250	1,300	1,250	1,200	1,100	1,150	8,550	1,221	46.70	630
5 A. M.	1,280	1,350	1,355	1,325	1,250	1,175	1,150	8,885	1,269	48.54	395
6 A. M.	1,160	1,575	1,525	1,600	1,475	1,500	1,125	9,960	1,423	54.43	337
7 A. M.	975	1,775	1,750	1,912	1,912	1,700	1,000	11,024	1,575	60.24	362
8 A. M.	1,100	1,813	1,875	2,050	2,050	1,800	1,075	11,763	1,681	64.29	492
9 A. M.	1,187	1,800	2,037	2,075	1,875	1,867	1,050	11,891	1,699	64.98	540
10 A. M.	1,175	1,800	2,100	2,112	1,695	1,750	1,078	11,710	1,673	63.99	580
11 A. M.	1,150	1,675	1,875	1,875	1,600	1,512	1,065	10,752	1,536	58.75	540
12 Noon	1,100	1,550	1,650	1,795	1,300	1,225	950	9,570	1,367	52.28	530
1 P. M.	1,050	1,800	1,950	2,250	1,513	1,270	900	10,733	1,533	58.63	495
2 P. M.	1,150	1,950	2,100	2,587	1,612	1,333	950	11,682	1,669	63.84	590
3 P. M.	1,375	2,205	2,325	3,175	1,910	1,635	1,105	13,730	1,961	75.00	580
4 P. M.	3,400	3,980	4,105	4,960	3,810	3,520	2,645	26,420	3,774	144.35	562
5 P. M.	4,787	5,820	6,015	6,075	5,905	6,160	4,700	39,462	5,637	215.60	537
6 P. M.	4,950	6,035	6,175	6,175	6,160	6,210	4,860	40,565	5,795	221.64	605
7 P. M.	4,750	6,130	6,165	6,215	6,285	6,295	4,740	40,580	5,797	221.72	875
8 P. M.	4,537	5,825	5,900	5,910	6,025	6,110	4,455	38,762	5,538	211.82	1,775
9 P. M.	4,225	5,380	5,410	5,285	5,595	5,925	4,315	36,135	5,162	197.43	
10 P. M.	3,715	4,050	3,855	4,535	5,220	3,555	2,555	28,305	4,044		
11 P. M.	3,375	2,445	2,565	2,440	2,830	3,650		18,595			
Day's total	52,276	65,135	67,772	70,521	66,237	66,232					
Adjustment [1]	—1,066	—1,665	—1,672	—1,221							
Adjusted total	51,210	63,470	66,100								

[1] Represents differences but

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TABLE XXV. SOURCE AND DISPOSITION OF ELECTRIC ENERGY, 1920

Items	Consolidated System				Brooklyn Edison	Richmond Light & R.R. (All A. C.)	Flatbush Gas	Queens Borough G. & E. (All A. C.)	Bronx Gas & Electric (All A. C.)	Grand total
	New York Edison	United Electric L. & P.	N. Y. & Queens Elect. L. & P.	Total						
Generated:										
Gross	[1] 879,476,321	[2,3] 416,719,200	[4] 3,178,030	1,299,373,551	[3] 398,160,000	[4] 37,154,460	[4] 14,419,500	[4] 9,365,050	[4] 3,824,170	1,762,296,731
Used at generating stations	7,771,658	10,097,053	8,540	17,877,251	15,196,973	2,709,088	1,563,215	306,945	820,275	38,473,747
Net output	871,704,663	[3] 406,622,147	3,169,490	1,281,496,300	382,963,027	34,445,372	12,856,285	9,058,105	3,003,895	1,723,822,984
Purchased: [5]										
At seller's switchboard	95,421,875	A. C. [6] 30,718,658	[2] 79,689,481	205,830,014	.....	.....	.....	.....	.....	205,830,014
At respondent's substations	[7] 396,120	D. C. [4] 49,734	.....	445,854	.....	.....	.....	.....	[4] 630,800	1,076,654
At meters of respondent's consumers	[8,9] 4,922,228	[4,10] 7,576,290	.....	12,498,518	.....	.....	.....	.....	.....	12,498,518
Total	100,740,223	38,344,682	79,689,481	218,774,386	.....	.....	.....	.....	630,800	219,405,186
Total available	972,444,886	[3] 444,966,829	82,858,971	1,500,270,686	382,963,027	34,445,372	12,856,285	9,058,105	3,634,695	1,943,228,170
Used:										
In respondent's substations (low tension)	4,362,810	649,770	1,124,912	9,632,449	617,951	.....	.....	.....	.....	11,582,069
In respondent's offices, etc. (low tension)	3,009,870	485,087			726,505	254,956	197,088	75,567	77,553	
Total	7,372,680	1,134,857	1,124,912	9,632,449	1,344,456	254,956	197,088	75,567	77,553	11,582,069
Lost and unaccounted for: [11]										
In transmission, conversion and transformation	91,467,126	[12] 14,737,751	9,378,396	115,583,283	39,530,496	6,733,437	2,170,248	2,448,041	617,880	342,857,[illegible]
In distribution [12]	109,343,908	[12] 13,720,921	9,230,237	132,295,066	43,279,409					
Total	200,811,044	28,458,672	18,608,633	247,878,349	82,809,905	6,733,437	2,170,248	2,448,041	617,880	
Sold:										
To other electrical corporations [14]										
High tension, A. C.	53,071,856	[8] 236,066,810	440,930	290,479,596						
Low tension, A. C.	45,449,684	[8] 236,940,782	440,930							
To railways		28,028								
High tension, A. C.	9,420									
Low tension, A. C.	7,612,752									
Low tension, D. C.	101,111,756									

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To municipality for st. lts.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, D. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
To municipality for other purp's	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
High tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, D. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
To private consumers	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
High tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, D. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total sold	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
High tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, A. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Low tension, D. C.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

NOTE.— In this table 6,600 volts or more is considered high tension.

[1] Includes 5,803,368 kw. hrs. low tension D. C., generated at the Duane streeet and Gold street stations; the balance is high tension A. C.

[2] High tension.

[3] Figures for gross generated and for lost in transmission, etc., include 5,081,350 kw. hrs., which is the difference between generator-meter registration and outgoing feeder-meter registration.

[4] Low tension.

[5] Subdivisions show points of measurement.

[6] Consists of 1,274,616 kw. hrs. low tension and of 29,444,042 kw. hrs. high tension.

[7] Consists of high tension, 393,900 kw. hrs.; low tension, 2,320 kw. hrs., and a credit of 100 kw. hrs. to correct 1919 purchase from B. R. T. Company.

[8] Low tension, 26,028 kw. hrs.; high tension, 4,896,200 kw. hrs.

[9] Includes 4,896,200 kw. hrs. delivered to the Knickerbocker Ice Co. by the United for the N. Y. Edison. See note 7. Table XXXV.

[10] Consists of 3,852 kw. hrs. A. C. and 7,572,438 D. C.

[11] Subdivisions below are only approximately correct because of varying conditions under which energy is sent from generating station to consumer.

[12] Includes transformation loss at line transformers.

[13] Includes 21,966 kw. hrs. supplied to City free of charge to meet franchise requirements.

[14] For further details see abstracts of companies' returns.

[15] Includes 1,556 kw. hrs. sold to B. R. T. in 1920, but not billed to them until 1921.

[16] Consists of 7,688,089 kw. hrs. supplied to its railroad department, 862,896 to the Staten Island Midland and 76,147 to the Southfield Beach. The receipts therefrom are credited to operating expenses.

[17] Includes 82,267 kw. hrs. low tension energy supplied to the City free of charge to meet franchise requirements as follows: 2,247 kw. hrs. A. C. and 65,739 D. C. tabulated under street lighting, also 13,137 A. C. and 1,144 D. C. under other municipal purposes.

[18] Includes 73,020 kw. hrs. supplied free of charge to City to meet franchise requirements.

[19] Sales to the United States Government, 5,498,240 kw. hrs. and to N. Y. State 54,582 kw. hrs., which in Table XXVI, A, are included with other municipal service, are included here with private consumers.

[20] Includes 103,199 kw. hrs. supplied free of charge to City to meet franchise requirements.

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TABLE XXVI. CONSUMPTION OF ELECTRICITY, 1920: (A) Electricity supplied to the public, and related data, by companies and boroughs

Company and Borough	Number of consumers at close of year [1]	Number of Street Lamps at Close of Year		Connected load in kws. at close of year [2]	Energy (Kw. Hrs.) Supplied to —				
		Total	Whereof gas-filled		Railways	Private consumers	Municipal street lighting	Other municipal service	Foregoing consumers
New York Edison	*271,990*	*22,240*	*19,779*	*961,561*	[3] *101,111,750*	[4,5] *575,730,337*	[6] *18,763,657*	[4,6] *15,501,295*	*711,107,039*
Manhattan	167,915	12,701	10,679	859,324	[3] 101,111,750	[5] 518,649,150	13,608,361	14,340,463	647,709,724
Bronx	104,075	9,539	9,100	102,237	.....	57,081,187	5,155,296	1,160,832	63,397,315
United Electric L. & P. (Manhattan)	69,978	2,475	1,742	152,370	[7] 49,056,364	[8] 125,784,269	2,230,228	[9] 1,335,629	178,406,490
N. Y. & Q. Elect. L. & P. (Queens)	47,589	17,418	17,418	89,132	[10] 2,186,939	52,718,889	[11] 7,308,585	397,063	62,611,476
Total	389,557	42,133	38,939	1,203,063	152,355,053	754,233,495	28,302,470	17,233,987	952,125,005
Other Companies									
Brooklyn Edison (Brooklyn)	161,819	12,673	10,135	509,105	[12] 1,854,700	281,846,257	11,167,603	3,938,550	298,807,110
Richmond Light & R. R. (Richmond)	13,590	5,493	5,493	[2] 25,750	[13] 8,627,132	16,460,994	1,840,892	[14] 527,961	27,456,979
Flatbush Gas (Brooklyn)	21,021	1,462	1,462	18,728	.....	8,842,052	1,388,758	258,139	10,488,949
Queens Borough G. & E.	*8,340*	*3,011*	*3,011*	[15] *15,990*	.....	*5,182,105*	[16] *1,165,944*	*188,450*	*6,534,497*
Queens (Fifth Ward)	4,098	[17] 1,661	[17] 1,661	8,928	.....	3,262,963	N.S.	188,450	N.S.
Nassau County	4,242	[18] 1,350	[18] 1,350	7,062	.....	1,919,140	N.S.	.....	N.S.
Bronx Gas & Electric (Bronx)	3,903	2,672	2,672	7,856	.....	1,637,658	1,275,821	25,783	2,939,262
Westchester Lighting (part), Bronx	[1,939]	[1,610]	(19)	[3,457]	.....	[20] [2,113,026]	[720,700]	[17,584]	[2,851,310]
Total	208,673	25,311	22,773	577,429	10,481,832	313,969,064	16,837,018	4,938,883	346,226,797
Grand total	598,230	67,444	61,712	1,780,492	162,836,885	1,068,202,559	45,139,488	22,172,870	1,298,351,[illegible]
By boroughs:									
Manhattan	237,893	15,176	12,421	1,011,694	150,168,114	644,433,419	15,838,590		
Bronx	107,978	12,211	11,772	110,093	.....	58,718,845			
Brooklyn	182,840	14,135	11,597	527,833	1,854,700	[illegible]			
Queens	51,687	19,079	19,079	98,060	[illegible]				
Richmond	13,590	5,493	5,493	25,750					
Nassau County	4,242	1,350	1,350						

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[1] For number of active meters, see Table [illegible]
[2] Excludes company-service items except rail[illegible]
[3] Composed of 93,744,230 sold to Third Avenue [illegible]ht & R. R. and 52,000 to the Interborough Rapid Transit Co. [illegible]0 to the Hudson & Manhattan Railroad Co., 86,900 to the Brooklyn Rapid Transit Co. and 52,000 to the Interborough Rapid Transit Co. includes 5,498,240 kw. hrs. sold to the United States Government, and 54,582 kw. hrs. sold to New York State; in Table XXV these items are included in sales to private consumers.
[4] Other municipal service here includes 5,498,240 kw. hrs. sold to the United States Government, and 54,582 kw. hrs. sold to New York State; in Table XXV these items are included in sales to private consumers.
[5] Includes 4,896,200 kw. hrs. delivered to the Knickerbocker Ice Co. by the United Electric for the New York Edison.
[6] Excludes 82,267 kw. hrs. furnished free to the city to meet franchise requirements, distributed as follows: Municipal street lighting, 67,986; other municipal service, 14,281.
[7] Sold to New York, New Haven & Hartford Railroad Co.
[8] Includes 3,919,158 kw. hrs., or that part of total sale to N. Y. Edison which was delivered directly to private consumers, and 7,521,046, "exchange account."
[9] Includes 51,392 kw. hrs. supplied to City.
[10] Composed of 6,689 sold to Long Island Railroad Co. for lighting stations and 2,180,250, to Manhattan & Queens Traction Co.
[11] Excludes 73,020 kw. hrs. furnished free to City to meet franchise requirements.
[12] Sold to Manhattan Bridge 3-Cent Line.
[13] Composed of 7,688,089 kw. hrs. supplied at cost to respondent's railway department, 862,896 to Staten Island Midland Railway Co, and 76,147 to Southfield Beach.
[14] Includes 103,199 kw. hrs. supplied free of charge to the City to meet franchise requirements.
[15] Estimated by company.
[16] Includes a small quantity supplied to private street lamps.
[17] Includes 1 lamp for private street lighting.
[18] Includes 5 lamps for private street lighting.
[19] "Gas filled" and "other" not separately reported.
[20] Includes "private street lighting."
[21] Includes energy used in Nassau County for street lighting, not separately reported by the Queens Borough.
[22] Energy for municipal street lighting distributed in Nassau County is included in Queens. See note 21.

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TABLE XXVI. Consumption of electricity, 1920: (B) Sales by months

Month	Consolidated System				Other Companies					Grand total
	New York Edison	United Electric L. & P.	N. Y. & Queens Elect. L. & P.	Total	Brooklyn Edison	Richmond Light & R. R.	Flatbush Gas	Queens Borough G. & E.	Bronx Gas & Electric	
(1) METERED LOW TENSION ENERGY TO PRIVATE CONSUMERS AND TO THE MUNICIPALITY[1]										
January	55,172,080	7,319,220	3,736,297	66,227,597	19,184,606	1,516,639	846,498	392,780	102,241	88,270,361
February	49,775,262	6,575,576	3,412,980	59,763,818	18,555,992	1,572,528	764,622	321,779	104,866	81,083,605
March	49,332,359	6,566,161	3,419,321	59,317,841	18,273,928	1,514,022	687,303	301,102	97,753	80,191,949
April	49,944,880	6,195,741	3,367,098	59,507,719	17,457,762	1,539,986	683,372	292,583	86,032	79,567,454
May	45,141,114	5,846,845	3,169,369	54,157,328	16,986,980	1,368,464	603,578	307,076	121,347	73,544,773
June	41,999,300	5,464,088	3,382,100	50,845,488	16,681,014	1,279,705	530,040	398,510	170,452	69,905,209
July	39,867,963	4,985,977	3,288,340	48,142,280	15,454,520	1,292,574	489,404	608,511	186,882	66,144,171
August	40,697,001	5,109,462	3,556,780	49,363,243	14,583,335	1,204,921	436,788	735,189	160,632	66,481,108
September	44,320,009	5,350,598	3,406,380	53,076,987	16,215,562	1,500,493	585,578	630,413	165,222	72,174,255
October	46,710,512	6,435,973	3,969,523	57,116,008	15,759,923	1,519,631	685,966	427,246	138,607	75,647,381
November	53,650,394	7,362,759	4,113,871	65,127,024	21,799,678	1,306,806	851,150	486,784	155,220	89,726,662
December	56,9[illegible]7,934	8,007,992	4,46[illegible],847	69,473,773	21,321,312	1,373,186	1,044,151	468,580	174,187	93,855,189
Total	[2,3] 573,608,808	[2,4] 75,220,392	43,289,906	[2,3] 692,119,106	214,241,612	[5] 16,988,955	8,208,450	5,370,553	1,663,441	[2,3,5] 936,592,117
Total, meter-months	3,390,499	836,106	494,953	4,721,558	1,569,482	143,850	225,847	101,117	36,599	6,798,453
Av. sales per active meter per month	169.2	90.0	89.5	146.6	135.2	118.1	36.3	53.1	45.5	137.76
(2) STREET LIGHTING										
January	1,984,242	236,846	768,015	2,989,103	1,177,050	150,765	149,350	123,228	130,260	4,719,756
February	1,662,806	198,195	664,048	2,525,049	1,000,002	140,847	126,327	103,193	112,429	4,007,847
March	1,627,548	195,328	633,796	2,456,672	970,135	150,560	122,650	100,080	107,307	3,907,404
April	1,333,169	165,534	541,272	2,039,975	825,986	145,703	106,091	86,400	94,372	3,297,527
May	1,257,644	151,793	482,920	1,892,357	749,597	150,753	93,347	77,867	82,610	3,046,531
June	1,127,388	134,780	422,795	1,684,963	678,650	163,375	80,644	66,477	75,220	2,749,329
July	1,185,033	140,333	452,815	1,778,181	704,410	175,000	85,502	71,964	80,990	2,896,047
August	1,334,910	156,115	513,727	2,004,752	783,758	175,000	96,188	82,998	90,745	3,233,441
September	1,503,297	175,944	579,955	2,259,196	879,899	151,020	107,596	93,218	101,722	3,592,651
October	1,799,990	210,480	677,376	2,687,846	1,047,124	171,000	127,574	105,760	122,301	4,261,605
November	1,915,090	223,893	740,035	2,879,018	1,122,711	126,000	139,626	118,083	129,602	4,515,040
December	2,032,539	240,987	831,831	3,105,357	1,228,281	140,869	153,863	135,676	148,263	4,912,309
Total	[6] 18,763,656	2,230,228	[7] 7,308,585	28,302,469	11,167,603	1,840,892	1,388,758	[8] 1,163,944	1,275,821	[6,8] 45,139,487

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TABLE XXVII. CASUALTIES: TOTAL NUMBER KILLED OR INJURED, 1920

Company	Persons Other Than Employees				Employees				Total killed or injured
	Killed	Injured		Total	Killed	Injured		Total	
		Durable disability	Negligible loss of time [1]			Durable disability	Negligible loss of time [2]		
Gas Companies									
Consolidated system									
Consolidated Gas	.....	145	151	296	.....	300	233	533	829
Astoria L., H. & P.	.....	179	206	385	3	217	131	351	736
New Amsterdam Gas	.....	13	24	37	.....	83	71	154	191
Central Union Gas	.....	36	49	85	.....	75	30	105	190
Standard Gas Light	.....	5	19	24	1	38	48	87	111
N. Y. Mutual Gas Light	.....	8	8	16	.....	32	21	53	69
Northern Union Gas	.....	20	15	35	.....	25	19	44	79
N. Y. & Queens Gas	.....	.....	.....	.....	.....	7	.....	7	7
Total	.....	*406*	*472*	*878*	*4*	*777*	*553*	*1,334*	*2,212*
Brooklyn Union system [3]									
Brooklyn Union Gas	.....	.....	.....	.....	3	550	237	790	790
Newtown Gas	.....	.....	.....	.....	.....	16	16	32	32
Woodhaven Gas Light	.....	.....	.....	.....	.....	5	2	7	7
Jamaica Gas Light	.....	.....	.....	.....	.....	8	4	12	12
Richmond Hill & O. C. Gas	.....	.....	.....	.....	.....	.....	1	1	1
[illegible]	.....	.....	.....	.....	*3*	*579*	*260*	*842*	*842*
[illegible]	.....	[4] 4	.....	4	.....	30	30	60	64
[illegible]	.....	.....	.....	.....	.....	28	26	54	54
[illegible]	1	.....	.....	1	.....	3	1	4	5
[illegible]	1	410	472	883	7	1,417	870	2,294	3,177
[illegible]	.....	.....	.....	.....	1	78	25	104	104
[illegible]	.....	.....	.....	.....	.....	9	13	22	22
[illegible]	.....	.....	.....	.....	.....	10	11	21	21
[illegible]	.....	.....	.....	.....	1	97	49	147	147

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TABLE XXVIII. CASUALTIES: DURATION OF DISABILITY OF EMPLOYEES OF GAS COMPANIES INJURED IN 1920

Company and Class of Casualty	Period of Disability									Killed (males)	Total employees killed or injured
	Negligible loss of time[1]	Durable disability							Total		
		Not more than three days	Over three but not over seven days	Over one week but not over two weeks	Over two weeks but not over four weeks	Over four weeks but not over thirteen weeks	Over thirteen weeks but not over twenty-six weeks	Over twenty-six weeks			
In Works											
Consolidated Gas	41	22	40	21	11	8	.....	.....	143	.....	143
Astoria L., H. & P.	131	41	51	65	45	13	2	.....	348	3	351
New Amsterdam Gas	48	21	13	7	8	4	2	.....	103	.....	103
Central Union Gas	10	12	9	16	8	2	.....	.....	57	.....	57
Standard Gas Light	18	6	9	3	3	3	.....	.....	42	1	43
N. Y. Mutual Gas Light	11	7	9	3	2	3	.....	.....	35	.....	35
N. Y. & Queens Gas	.....	3	2	.....	1	1	.....	.....	7	.....	7
Total, Consolidated system	*259*	*112*	*133*	*115*	*78*	*34*	*4*	.....	*735*	*4*	*739*
Brooklyn Union Gas	133	186	113	53	21	12	2	.....	520	1	521
Kings County Lighting	12	6	6	4	3	.....	1	.....	32	.....	32
Brooklyn Borough Gas	15	4	6	2	1	.....	.....	.....	28	.....	28
N. Y. & Richmond Gas	.....	.....	1	1	.....	.....	.....	.....	2	.....	2
Queens Borough G. & E.[2]	1	1	.....	.....	.....	.....	.....	.....	2	.....	2
Bronx Gas & Electric[2]	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total, in works	421	309	259	175	103	46	7	.....	1,320	5	1,325
In Street Department											
Consolidated Gas	30	3	8	6	3	.....	.....	.....			
New Amsterdam Gas	2	2	.....	.....	.....	.....	.....	.....			
Central Union Gas	1	.....	.....	.....	.....	.....	.....	.....			
Northern Union Gas	6	3	3	.....	.....	.....	.....	.....			
Total, Consolidated system	39										

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TABLE XXVIII. Casualties: Duration of disability of employees of gas companies injured in 1920 — Concluded

Company and Class of Casualty	Period of Disability									Killed (males)	Total employees killed or injured
	Negligible loss of time [1]	Durable disability							Total		
		Not more than three days	Over three but not over seven days	Over one week but not over two weeks	Over two weeks but not over four weeks	Over four weeks but not over thirteen weeks	Over thirteen weeks but not over twenty-six weeks	Over twenty-six weeks			
Elsewhere											
Consolidated Gas	121	47	29	17	12	5	.....	.....	231	.....	231
New Amsterdam Gas	6	3	2	1	.....	.....	.....	.....	12	.....	12
Central Union Gas	12	5	8	5	3	.....	.....	.....	33	.....	33
Standard Gas Light	10	2	.....	.....	.....	.....	.....	.....	12	.....	12
N. Y. Mutual Gas Light	2	2	.....	.....	.....	.....	.....	.....	4	.....	4
Northern Union Gas	5	2	2	.....	.....	.....	.....	.....	9	.....	9
Total, Consolidated system	*156*	*61*	*41*	*23*	*15*	*5*	.....	.....	*301*	.....	*301*
Brooklyn Union Gas	58	37	29	7	1	3	.....	.....	135	1	136
Newtown Gas	7	.....	1	1	.....	.....	.....	.....	9	.....	9
Flatbush Gas [2]	3	3	3	.....	1	.....	.....	.....	10	.....	10
Woodhaven Gas Light	2	.....	1	.....	.....	.....	.....	.....	3	.....	3
Jamaica Gas Light	2	4	2	.....	.....	.....	.....	.....	8	.....	8
Richmond Hill & Q. C. Gas	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total, Brooklyn Union	*73*	*44*	*36*	*8*	*2*	*3*	.....	.....	*166*	*1*	*167*
Kings County Lighting	6	3	1	2	.....	1	.....	.....	13	.....	13
Brooklyn Borough Gas	1	.....	1	.....	.....	.....	.....	.....	2	.....	2
Bronx Gas & Electric [2]	2	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Total, elsewhere	238	108	79	33	17	9	.....	.....	484	1	485
All Four Classes of Casualties											
Consolidated Gas	233	99	95	53	34	17	2	.....	533	.....	533
Astoria L., H. & P.	131	41	51	65	45	13	2	.....	348	3	351
New Amsterdam Gas	71	34	21	12	10	4	2	.....	154	.....	154
Central Union Gas	30	20	18	23	12	2	.....	.....	105	.....	105
Standard Gas Light	48	12	12	5	5	4	.....	.....	86	1	87
N. Y. Mutual Gas Light	21	13	10	3	3	3	.....	.....	53	.....	53
Northern Union Gas	19	10	9	5	1	.....	.....	.....	44	.....	44
N. Y. & Queens Gas	.....	3	2	.....	1	1	.....	.....	7	.....	7
Total, Consolidated system	*553*	*232*	*218*	*166*	*111*	*44*	*6*	.....	*1,330*	*4*	*1,334*

Brooklyn Union Gas	5	2	5								
Newtown Gas	2										
Flatbush Gas[2]				81	24	19	2	.....	787	3	790
Woodhaven Gas Light				3	1	1	.....	.....	32	.....	32
Jamaica Gas Light				2	1	.....	.....	.....	22	.....	22
Richmond Hill & Q. C. Gas	4	5	3	.....	.....	1	.....	.....	7	.....	7
Total, Brooklyn Union system	1	.....	.....	.....	.....	.....	.....	.....	12	.....	12
Kings County Lighting	265	273	188	86	26	21	2	.....	861	3	864
Brooklyn Borough Gas	30	11	7	6	3	2	1	.....	60	.....	60
N. Y. & Richmond Gas	26	5	14	5	3	1	.....	.....	54	.....	54
Queens Borough G. & E.[2]	1	.....	1	1	1	.....	.....	.....	4	.....	4
Bronx Gas & Electric[2]	10	3	2	.....	.....	.....	.....	.....	15	.....	15
Grand total, all casualties	7	.....	2	.....	.....	2	.....	.....	11	.....	11
	892	524	432	264	144	70	9	.....	2,335	7	2,342

[1] Defined in the report as "cessation of work merely for the balance of the day, turn or shift on which the accident occurred."
[2] Gas department only.

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TABLE XXIX. CASUALTIES: DURATION OF DISABILITY OF EMPLOYEES OF ELECTRICAL COMPANIES INJURED IN 1920

Company and Class of Casualty	Period of Disability									Killed (males)	Total employees killed or injured
	Negligible loss of time [1]	Durable disability							Total		
		Not more than three days	Over three but not over seven days	Over one week but not over two weeks	Over two weeks but not over four weeks	Over four weeks but not over thirteen weeks	Over thirteen weeks but not over twenty-six weeks	Over twenty-six weeks			
In Power House											
New York Edison	287	143	92	85	57	29	14	7	714	1	715
United Electric L. & P.	16	21	21	24	18	4	2	.....	106	.....	106
N. Y. & Queens Elect. L. & P.	2	2	1	1	.....	1	.....	.....	7	1	8
Total, Consolidated system	*305*	*166*	*114*	*110*	*75*	*34*	*16*	*7*	*827*	*2*	*829*
Brooklyn Edison	63	5	25	8	5	7	3	5	121	.....	121
Richmond Light & R. R.[2]	.....	3	4	5	8	2	.....	.....	22	3	25
Flatbush Gas[3]	20	27	21	7	.....	3	2	1	81	1	82
Queens Borough G. & E.[3]	2	.....	1	.....	1	.....	.....	.....	4	.....	4
Bronx Gas & Electric[3]	2	.....	.....	1	1	1	.....	.....	5	.....	5
Total, in power house	392	201	165	131	90	47	21	13	1,060	6	1,066
On Line											
New York Edison	190	95	62	57	38	19	9	6	476	1	477
United Electric L. & P.	49	20	38	19	14	8	2	1	151	1	152
N. Y. & Queens Elect. L. & P.	26	9	9	5	5	4	.....	1	59	2	61
Total, Consolidated system	*265*	*124*	*109*	*81*	*57*	*31*	*11*	*8*	*686*	*4*	*690*
Brooklyn Edison	43	1	1	1	1	2	.....	.....	49	.....	49
Richmond Light & R. R.[2]	.....	.....	3	3	.....	.....	.....	.....	6	.....	6
Queens Borough G. & E.[3]	1	.....	.....	.....	1	.....	1	.....	3	.....	3
Bronx Gas & Electric[3]	.....	.....	.....	2	.....	.....	.....	.....	2	.....	2
Total, light and power companies	*309*	*125*	*113*	*87*	*59*	*33*	*12*	*8*	*746*	*4*	*750*
Consol. Tel. & El. Subway[4]	.....	190	34	19	20	47	4	1	315	.....	315
Empire City Subway[4]	50	11	16	13	5	5	.....	1	110	.....	110
Total, on line	368	326	163	119	84	85	16	10	1,171	4	1,175

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IN SHOP											
New York Edison	270	135	67	62	42	21	11	3	515	1	516
United Electric L. & P.	21	13	10						4		4
N. Y. & Queens Elect. L. & P.	23	10							27		27
Total, Consolidated system	314	108	67	62	44	22	11	3	546	1	547
Brooklyn Edison	42	1	6	3	2	1			439	1	440
Bronx Gas & Electric	1	1							1		1
Total, in shop	357	160	103	104	68	38	13	8	851	1	852
ELSEWHERE											
New York Edison	206	103	67	62	42	21	11	3	515	1	516
United Electric L. & P.	3		1						4		4
N. Y. & Queens Elect. L. & P.	17	5	2		2	1			27		27
Total, Consolidated system	*226*	*108*	*70*	*62*	*44*	*22*	*11*	*3*	*546*	*1*	*547*
Brooklyn Edison	397	6	9	8	7	11	1		439	1	440
Bronx Gas & Electric [3]	1								1		1
Total, elsewhere	624	114	79	70	51	33	12	3	986	2	988
ALL FOUR CLASSES OF CASUALTIES											
New York Edison	953	476	308	284	191	96	47	24	2,379	3	2,382
United Electric L. & P.	89	54	70	60	42	15	4	1	335	2	337
N. Y. & Queens Elect. L. & P.	68	26	12	10	9	9		1	135	3	138
Total, Consolidated system	*1,110*	*556*	*390*	*354*	*242*	*120*	*51*	*26*	*2,849*	*8*	*2,857*
Brooklyn Edison	545	13	41	20	15	25	4	5	668	1	669
Richmond Light & R. R. [2]		3	7	8	8	2			28	3	31
Flatbush Gas [3]	20	27	21	7		3	2	1	81	1	82
Queens Borough G. & E. [3]	3		1		2		1		7		7
Bronx Gas & Electric [3]	4	1		3	1	1			10		10
Total, light and power companies	*1,682*	*600*	*460*	*392*	*268*	*151*	*58*	*32*	*3,643*	*13*	*3,656*
Consol. Tel. & El. Subway		190	34	19	20	47	4	1	315		315
Empire City Subway	59	11	16	13	5	5		1	110		110
Grand total, all casualties	1,741	801	510	424	293	203	62	34	4,068	13	4,081

[1] Defined in the report schedule as "cessation of work merely for the balance of the day, turn or shift on which the accident occurred." [2] Lighting department only. [3] Electrical department only. [4] Street department.

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TABLE XXX. EMPLOYEES AND WAGES: CLASSIFIED WEEKLY EARNINGS OF EMPLOYEES IN GROUPS OF OCCUPATIONS, BY COMPANIES, SECOND WEEK OF DECEMBER, 1920

A. Managers and superintendents

Company	Full-time Employees Earning per Week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time Employees: Total number	Total earnings per week	Average earnings per week	Part-time Employees: Number	Total earnings per week	Total compensation
Gas Companies															
Consolidated system															
Consolidated Gas								1	36	37	$2,636 74	$71 26			$2,636 74
Astoria L., H. & P.									14	14	962 58	68 76			962 58
New Amsterdam Gas							1		12	13	828 81	63 75			828 81
Central Union Gas									9	9	508 64	56 51			508 64
Standard Gas Light				1			1	1	7	10	609 19	60 92			609 19
N. Y. Mutual Gas Light									9	9	526 92	58 55			526 92
Northern Union Gas							1	1	2	4	197 11	49 28			197 11
N. Y. & Queens Gas									2	2	83 38	41 69			83 38
Total				1			3	3	91	98	$6,353 37	$64 83			$6,353 37
Brooklyn Union system [1]															
Brooklyn Union Gas						1			[2] 64	65	$4,406 93	$67 80	1	$12 48	$4,419 41
Newtown Gas									[2] 2	2	166 30	83 15			166 30
Jamaica Gas Light [2]									2	2	159 80	79 90			159 80
Total									68	69	$4,733 03	$68 59	1	$12 48	$4,745 51
Other gas companies															
Long Island Lighting							1								$1,321 50
N. Y. & Richmond Gas															284 95
Brooklyn Borough Gas									15	15	$1,321 50	$88 10			51 92
									3	3	284 95	94 98			
									1	1	51 92	51 92			
Total										19	$1,658 37	$87 28			$1,658 37
Gas-Electrical Companies															
Flatbush Gas [1]										[2] 6	$407 81	$67 97			$407 81
Queens Borough G. & E.										3	491 15	163 72			491 15
Bronx Gas & Electric										1	69 23	69 23			69 23
Total										10	$968 19	$96 82			$968 19
Electrical Companies															
New York Edison								5	1	232	238	$18,092 74	$76 02		$18,092 74
N. Y. & Queens Elect. L. & P.										12	12	877 31	73 11		877 31
Brooklyn Edison								2	3	8	13	590 50	45 42		590 50
Richmond Light & R. R.										1	1	96 15	96 15		96 15
Total								7	4	253	264	$19,656 70	$74 46		
Grand total															

XXX. EMPLOYEES AND WAGES: Classified weekly earnings of employees in groups of occupations, by companies, second week of December, 1920 — Continued

B. Technical staff

Company	Full-time employees earning per week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time employees: Total number	Total earnings per week	Average earnings per week	Part-time employees: Number	Total earnings per week	Total compensation
GAS COMPANIES															
Consolidated system															
Consolidated Gas	.....	.....	1	2	12	31	11	12	52	121	$5,804 52	$47 97	.....	.....	$5,804 52
Astoria L., H. & P.	.....	.....	.....	.....	.....	.....	.....	.....	1	1	57 69	57 69	.....	.....	57 69
Central Union Gas	.....	.....	.....	.....	.....	1	1	1	4	7	342 65	48 95	.....	.....	342 65
N. Y. & Queens Gas	.....	.....	.....	.....	.....	.....	1	.....	.....	1	34 62	34 62	.....	.....	34 62
Total	.....	.....	1	2	12	32	13	13	57	130	$6,239 48	$48 00	.....	.....	$6,239 48
Brooklyn Union system[1]															
Brooklyn Union Gas	.....	.....	.....	12	22	6	.....	.....	[2] 38	[3] 78	[3] $2,739 26	$35 12	.....	.....	$2,739 26
Other gas companies															
Kings County Lighting	.....	.....	.....	.....	.....	.....	1	.....	1	2	$94 61	$47 31	.....	.....	$94 61
Brooklyn Borough Gas	.....	.....	.....	.....	.....	.....	.....	.....	1	1	60 57	60 57	.....	.....	60 57
Total	.....	.....	.....	.....	.....	.....	1	.....	2	3	$155 18	$51 73	.....	.....	$155 18
GAS-ELECTRICAL COMPANIES															
Flatbush Gas[1]	.....	.....	.....	6	1	3	.....	.....	.....	10	$208 50	$20 85	.....	.....	$208 50
ELECTRICAL COMPANIES															
New York Edison	.....	.....	1	10	12	14	13	19	128	197	$7,958 34	$40 40	.....	.....	$7,958 34
United Electric L. & P.	.....	.....	.....	2	.....	.....	.....	.....	34	36	2,495 40	69 32	.....	.....	2,495 40
N. Y. & Queens Elect. L. & P.	.....	.....	.....	.....	1	.....	5	5	17	28	1,260 06	45 00	3	$33 15	1,293 21
Brooklyn Edison	.....	.....	.....	1	2	4	1	4	38	50	2,246 83	44 94	2	52 29	2,299 12
Richmond Light & R. R.	.....	.....	.....	.....	.....	.....	.....	.....	1	1	50 77	50 77	.....	.....	50 77
Total	.....	.....	1	13	15	18	19	28	218	312	$14,011 40	$44 91	5	$85 44	$14,096 84
Grand total	.....	.....	2	33	50	59	33	41	315	533	$23,353 82	$43 82	5	$85 44	$23,439 26

[1] The Flatbush Gas, which belongs to the Brooklyn Union system, is here tabulated under the gas-electrical companies.
[2] Respondent classifies these under "$30 and above."
[3] Includes 3 doctors and an orderly, one earning $15 to $20 per week and the other 3 earning above $40 each.

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TABLE XXX. Employees and wages: Classified weekly earnings of employees in groups of occupations, by companies, second week of December, 1920 — Continued

C. Clerical employees

Company	Full-time Employees Earning per Week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time Employees: Total number	Total earnings per week	Average earnings per week	Part-time Employees: Number	Total earnings per week	Total compensation
Gas Companies															
Consolidated system															
Consolidated Gas	.....	1	24	107	228	223	160	82	205	1,030	$31,702 84	$30 78	21	$289 59	$31,992 43
Astoria L., H. & P	1	.....	1	3	2	4	5	10	14	40	1,433 33	35 83	6	153 92	1,587 25
New Amsterdam Gas	.....	.....	10	29	46	38	21	18	35	197	5,681 10	28 84	5	56 67	5,737 77
Central Union Gas	.....	2	12	25	49	38	17	11	35	189	5,209 67	27 56	9	79 50	5,289 17
Standard Gas Light	.....	1	5	12	40	43	15	4	5	125	3,119 50	24 96	2	28 66	3,148 16
N. Y. Mutual Gas Light	.....	.....	1	17	40	28	7	6	3	102	2,486 50	24 38	.....	.....	2,486 50
Northern Union Gas	2	1	6	9	38	15	10	6	9	96	2,436 65	25 38	6	60 00	2,496 65
N. Y. & Queens Gas	.....	.....	.....	18	16	3	1	.....	1	39	758 95	19 46	1	12 50	771 45
Total	3	5	59	220	459	392	236	137	307	1,818	$52,828 54	$29 06	50	$680 84	$53,509 38
Brooklyn Union system [1]															
Brooklyn Union Gas	.....	2	31	87	182	215	.....	.....	[2] 344	861	$25,877 14	$30 05	20	$383 86	$26,261 00
Newtown Gas	.....	.....	4	7	13	10	.....	.....	[2] 24	58	1,703 80	29 38	1	22 00	1,725 80
Jamaica Gas Light [3]	.....	.....	1	31	20	.....	.....	.....	[4] 18	70	1,832 91	26 18	1	13 15	1,846 06
Total	.....	2	36	125	215	225	.....	.....	386	989	$29,413 85	$29 74	22	$419 01	$29,832 86
Other gas companies															
Kings County Lighting	.....	.....	4	30	40	22	9	6	4	115	$2,731 72	$23 75	5	$35 88	$2,767 60
N. Y. & Richmond Gas	.....	1	4	5	8	14	6	1	1	40	969 72	24 24	2	19 98	989 70
Brooklyn Borough Gas	.....	.....	1	10	9	7	12	2	8	49	1,391 81	28 40	.....	.....	1,391 81
Total	.....	1	9	45	57	43	27	9	13	204	$5,093 25	$24 97	7	$55 86	$5,149 11
Gas-electrical Companies															
Flatbush Gas [1]	.....	2	3	22	32	39	.....	.....	[2] 33	131	$3,521 24	$26 88	.....	.....	$3,521 24
Queens Borough G. & E	.....	.....	.....	13	16	21	10	11	7	78	2,193 17	28 12	.....	.....	2,193 17
Bronx Gas & Electric	.....	2	3	11	8	3	2	1	2	32	689 60	21 55	.....	.....	689 00
Total	.....	4	6	46	56	63	12	12	42	241	$6,404 01	$26 57	.....	.....	$6,404 01

ELECTRICAL COMPANIES															
New York Edison	.....	1	194	366	483	365	276	112	247	2,044	$54,401 55	$26 62	14	$180 32	$54,580 87
United Electric L. & P.	.....	9	30	91	102	89	43	15	25	404	9,666 45	23 93	4	25 49	9,691 94
N. Y. & Queens Elect. L. & P.	1	2	40	87	83	61	26	25	31	356	8,965 29	25 18	4	33 00	9,008 29
Brooklyn Edison	.....	2	34	380	298	170	88	44	48	1,064	23,968 07	22 53	34	354 63	24,322 70
Richmond Light & R. R.	1	1	12	13	6	3	1	1	3	[5] 41	802 77	19 58	.....	.....	802 77
Total	2	15	310	937	972	688	434	197	354	3,909	$97,804 13	$25 02	56	$607 44	$98,411 57
Grand total	5	27	420	1,373	1,759	1,411	709	351	1,102	7,161	$191,543 78	$26 75	135	$1,763 15	$193,306 93

[1] The Flatbush Gas, which belongs to the Brooklyn Union system, is here tabulated under the gas-electrical companies. [2] These are reported by the respondent under the classification "$30 and above." [3] Combined payrolls of the Jamaica, Richmond Hill and Woodhaven companies. [4] Respondent classifies these under "$25 and above." [5] Includes 15 joint employees at $306.86, of respondent's railroad dept. and associated companies.

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TABLE XXX. Employees and wages: Classified weekly earnings of employees in groups of occupations, by companies, second week of December, 1920 — Continued

D. Wage earners

Company	Full-time Employees Earning per Week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time Employees — Total number	Total earnings per week	Average earnings per week	Part-time Employees — Number	Total earnings per week	Total compensation
Gas Companies															
Consolidated system															
Consolidated Gas	25	12	65	41	339	329	325	285	358	1,779	$56,401 35	$31 70	312	$7,268 12	$63,669 47
Astoria L., H. & P.	.....	.....	.....	5	9	87	209	156	339	805	31,301 44	38 88	226	6,405 86	37,707 30
New Amsterdam Gas	.....	.....	4	9	70	118	99	77	133	510	17,368 97	34 06	65	1,268 11	18,637 08
Central Union Gas	.....	.....	.....	19	29	58	72	134	75	387	13,463 17	34 79	25	409 70	13,872 87
Standard Gas Light	.....	.....	1	11	42	64	61	44	25	248	7,487 35	30 19	13	153 29	7,640 64
N. Y. Mutual Gas Light	.....	.....	1	.....	53	48	50	45	13	210	6,258 46	29 80	15	263 31	6,521 77
Northern Union Gas	1	1	.....	14	17	28	19	28	21	129	4,072 96	31 57	18	354 55	4,427 51
N. Y. & Queens Gas	1	.....	.....	6	11	7	14	10	8	57	1,805 51	31 68	2	69 86	1,875 37
Total	27	13	71	105	570	739	849	779	972	4,125	$138,159 21	$33 49	676	$16,192 80	$154,352 01
Brooklyn Union system [1]															
Brooklyn Union Gas	16	1	3	25	153	474	.....	.....	[2] 1,328	2,000	$67,985 72	$33 99	201	$3,801 21	$71,786 93
Newtown Gas	.....	.....	.....	.....	1	35	.....	.....	[3] 57	93	2,960 06	31 83	24	260 85	3,220 91
Jamaica Gas Light [3]	.....	.....	.....	3	18	.....	.....	.....	[4] 25	46	1,408 64	30 62	41	510 97	1,919 61
Total	16	1	3	28	172	509	.....	.....	1,410	2,139	$72,354 42	$33 83	266	$4,573 03	$76,927 45
Other gas companies															
Kings County Lighting	.....	.....	1	2	32	43	20	30	27	155	$5,021 80	$32 40	27	$530 81	$5,552 61
N. Y. & Richmond Gas	.....	.....	1	5	15	20	17	18	23	99	3,279 65	33 13	7	96 05	3,375 70
Brooklyn Borough Gas	.....	.....	.....	3	3	27	16	27	26	102	3,569 38	34 99	8	157 25	3,726 63
Total	.....	.....	2	10	50	90	53	75	76	356	$11,870 83	$33 35	42	$784 11	$12,654 94
Gas-Electrical Companies															
Flatbush Gas [1]	.....	1	2	18	27	163	.....	.....	[2] 124	335	$10,437 36	$31 16	29	$405 20	$10,842 56
Queens Borough G. & E.	.....	.....	1	8	9	38	36	39	31	162	5,585 50	34 48	8	141 64	5,727 14
Bronx Gas & Electric	.....	.....	.....	4	3	7	17	6	10	47	1,573 78	33 48	25	613 45	2,187 23
Total	.....	1	3	30	39	208	53	45	165	544	$17,596 64	$32 35	62	$1,160 29	$18,756 93
Electrical Companies															
New York Edison	48	1	48	102	592	689	1,035	710	1,292	4,517	$157,426 25	$34 85	307	$4,800 58	$162,226 83
United Electric L. & P.	.....	3	6	39	174	168	240	74	160	864	27,181 18	31 46	55	923 08	28,104 26
N. Y. & Queens Elect. L. & P.	.....	.....	7	14	33	73	111	90	134	462	15,368 16	33 26	20	257 94	15,626 10
Brooklyn Edison	69	2	14	71	502	557	509	316	379	2,419	74,773 99	30 91	139	1,979 23	76,753 22
Richmond Light & R. R.	1	.....	.....	1	14	20	41	39	63	[5] 179	6,741 87	37 66	10	151 90	6,893 77
Total	118	6	75	227	1,315	1,507	1,936	1,229	2,028	8,441	$281,491 45	$33 35	531	$8,112 73	$289,604 18
Grand total	161	21	154	400	2,146	3,053	2,801	2,128	4,651	15,605	$521,472 55	$33 42	1,577	$30,822 96	$552,295 51

[1] The Flatbush Gas, which belongs to the Brooklyn Union system, is here tabulated under the gas electrical companies.

[2] $40 and above.

[3] Combined payrolls of the Jamaica, Northport, Port Jefferson, Long Island Gas and Woodhaven companies.

[4] Includes 8 joint employees at $277 [illegible]

[5] Represents [illegible]

TABLE XXX. Employees and wages: Classified weekly earnings of employees in groups of occupations, by companies, second week of December, 1920 — Continued

E. Superannuated employees

Company	Full-time Employees Earning per Week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time Employees: Total number	Full-time Employees: Total earnings per week	Part-time Employees: Number	Part-time Employees: Total earnings per week	Total compensation
Gas Companies														
Consolidated system														
Consolidated Gas	.....	29	28	43	14	4	1	3	2	124	$2,121 40	.....	.....	$2,121 40
New Amsterdam Gas	4	3	1	.....	.....	.....	.....	.....	.....	8	83 39	.....	.....	83 39
Standard Gas Light	.....	.....	2	.....	.....	.....	.....	.....	.....	2	28 50	.....	.....	28 50
Northern Union Gas	1	.....	.....	1	.....	.....	.....	.....	.....	2	23 12	.....	.....	23 12
Total	5	32	31	44	14	4	1	3	2	136	$2,256 41	.....	.....	$2,256 41
Brooklyn Union system[1]														
Brooklyn Union Gas	32	9	3	3	.....	1	.....	.....	.....	48	$473 46	.....	.....	$473 46
Newtown Gas	1	.....	.....	.....	.....	.....	.....	.....	.....	1	8 08	.....	.....	8 08
Total	33	9	3	3	.....	1	.....	.....	.....	49	$481 54	.....	.....	$481 54
Gas-electrical Company														
Flatbush Gas[1]	1	1	.....	.....	.....	.....	.....	.....	.....	2	$17 31	.....	.....	$17 31
Electrical Companies														
New York Edison	7	11	5	1	.....	.....	.....	.....	.....	24	$245 85	.....	.....	$245 85
United Electric L & P	1	.....	.....	.....	.....	.....	.....	.....	.....	1	5 00	.....	.....	5 00
Total	8	11	5	1	.....	.....	.....	.....	.....	25	$250 85	.....	.....	$250 85
Grand total	47	53	39	48	14	5	1	3	2	212	$3,006 11	.....	.....	$3,006 11

[1] The Flatbush Gas, which belongs to the Brooklyn Union system, is here tabulated under the gas-electrical companies.

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TABLE XXX. Employees and wages: Classified weekly earnings of employees in groups of occupations, by companies, second week of December, 1920 — Concluded

F. Grand total, all employees

Company	Full-time Employees Earning per Week — Less than $10	$10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and above	Full-time Employees: Total number	Total earnings per week	Average earnings per week	Part-time Employees: Number	Total earnings per week	Total compensation
Gas Companies															
Consolidated system															
Consolidated Gas	25	42	118	193	593	587	497	383	653	3,091	$98,666 85	$31 92	333	$7,557 71	$106,224 56
Astoria L., H. & P.	1	.....	1	8	11	91	214	166	368	860	33,755 04	39 25	232	6,559 78	40,314 82
New Amsterdam Gas	4	3	15	38	116	156	121	95	180	728	23,962 27	32 92	70	1,324 78	25,287 05
Central Union Gas	.....	2	12	44	78	97	90	146	123	592	19,524 13	32 98	34	489 20	20,013 33
Standard Gas Light	.....	1	8	24	82	107	77	49	37	385	11,244 54	29 21	15	181 95	11,426 49
N. Y. Mutual Gas Light	.....	.....	2	17	93	76	57	51	25	321	9,271 88	28 88	15	263 31	9,535 19
Northern Union Gas	4	2	6	24	55	43	30	35	32	231	6,729 84	29 13	24	414 55	7,144 39
N. Y. & Queens Gas	1	.....	.....	24	27	10	16	10	11	99	2,682 46	27 10	3	82 36	2,764 82
Total	35	50	162	372	1,055	1,167	1,102	935	1,429	6,307	$205,837 01	$32 64	726	$16,873 64	$222,710 65
Brooklyn Union system [1]															
Brooklyn Union Gas	48	12	37	127	357	697	.....	.....	[2] 1,774	3,052	$101,482 51	$33 25	222	$4,197 55	$105,680 06
Newtown Gas	1	.....	4	7	14	45	.....	.....	[3] 83	154	4,838 24	31 42	25	282 85	5,121 09
Jamaica Gas Light [3]	.....	.....	1	34	38	.....	.....	.....	[4] 45	118	3,401 35	28 83	42	524 12	3,925 47
Total	49	12	42	168	409	742	.....	.....	1,902	3,324	$109,722 10	$33 01	289	$5,004 52	$114,726 62
Other gas companies															
Kings County Lighting	.....	.....	5	32	72	65	30	36	47	287	$9,169 63	$31 95	32	$566 69	$9,736 32
N. Y. & Richmond Gas	.....	1	5	10	23	34	23	19	27	142	4,534 32	31 93	9	116 03	4,650 35
Brooklyn Borough Gas	.....	.....	1	13	12	34	28	29	36	153	5,073 68	33 16	8	157 25	5,230 93
Total	.....	1	11	55	107	133	81	84	110	582	$18,777 63	$32 26	49	$839 97	$19,617 60
Gas-electrical Companies															
Flatbush Gas [1]	1	4	5	46	60	205	.....	.....							
Queens Borough G. & E.	.....	.....	1	21	25	59	46	50							
Bronx Gas & Electric	.....	2	3	15	11	10	19	7							
Total	1	6	9	82	96	274	65	57	[illegible]						

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ELECTRICAL COMPANIES															
New York Edison	55	13	246	470	1,000	1,400	1,800	1,900	2,000	12,000	$110,214 50	$31 91	502	$8,805 61	$422,020 14
United Electric L. & P.	1	12	36	152	1,000	1,400	1,800	1,900	2,000	12,000	$110,214 50	$31 91	502	$8,805 61	$422,020 14
N. Y. & Queens Elect. L. & P.	1	2	47	107	1,000	1,400	1,800	1,900	2,000	12,000	$110,214 50	$31 91	502	$8,805 61	$422,020 14
Brooklyn Edison	69	4	48	152	1,000	1,400	1,800	1,900	2,000	12,000	$110,214 50	$31 91	502	$8,805 61	$422,020 14
Richmond Light & R. R.	2	1	12	14	1,000	1,400	1,800	1,900	2,000	12,000	$110,214 50	$31 91	502	$8,805 61	$422,020 14
Total	128	32	391	1,178	2,392	2,218	2,996	1,458	2,808	12,001	$110,214 50	$31 91	502	$8,805 61	$422,020 14
Grand total	213	101	615	1,855	3,969	4,529	3,644	2,534	6,511	23,971	$772,745 92	$32 24	1,718	$32,684 03	$805,429 95
Gas companies[6]	84	66	220	636	1,619	2,179	1,215	1,048	3,549	10,616	$346,934 06	$32 68	1,095	$23,298 28	$370,232 34
Electric companies[6]	129	35	395	1,219	2,350	2,350	2,429	1,486	2,962	13,355	425,811 86	31 88	623	9,385 75	435,197 61

[1] The Flatbush Gas, which belongs to the Brooklyn Union system, is here tabulated under the gas-electrical companies.
[2] Respondent classifies these under "$30 and above."
[3] Combined payrolls of the Jamaica, Richmond Hill and Woodhaven companies.
[4] Of this number respondent classifies 44 under "$25 and above," and 1 under "$30 and above."
[5] Includes 23 joint employees at $584.37, of respondent's railroad department, and associated companies.
[6] Number and compensation of employees of gas-electric companies have been divided equally between gas companies and electric companies.

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TABLE XXXI. EMPLOYEES AND WAGES: DISTRIBUTION OF COMPENSATION OF OFFICERS AND EMPLOYEES BY ACCOUNTS AND OBJECTS, 1920

(A) Gas supply

Company	Operating Expenses						Fixed capital	Other accounts (specified in footnotes)	Total
	Production	Transmission and distribution	Municipal street lighting	Commercial	General and miscellaneous	Total			
Consolidated System									
Consolidated Gas	$777,704 21	$1,227,042 24	$2,017 18	$1,190,461 63	$926,961 43	$4,124,186 69	$144,163 31	[1] $708,843 11	$4,977,193 11
Astoria L., H. & P.	1,413,840 54	.....	.....	.....	28,944 17	1,442,784 71	72,240 27	[2] 69,980 08	1,585,005 06
New Amsterdam Gas	465,471 48	267,538 87	.....	248,773 80	67,667 46	1,049,451 61	20,416 06	[3] 39,628 50	1,109,496 17
Central Union Gas	423,638 57	213,286 27	.....	164,037 48	66,008 59	866,970 91	12,597 71	[4] 42,105 97	921,674 59
Standard Gas Light	201,375 63	124,328 81	.....	136,502 66	67,878 38	530,085 53	12,279 49	.....	542,365 02
N. Y. Mutual Gas Light	249,445 31	95,296 13	.....	103,542 09	46,367 94	494,651 47	.....	[5] 5,607 80	500,259 27
Northern Union Gas	11,389 12	151,676 04	.....	106,509 47	31,523 77	301,098 40	19,553 41	.....	320,651 81
N. Y. & Queens Gas	44,493 62	31,201 57	.....	33,121 95	13,467 19	122,284 33	8,465 13	[16] 128 27	130,877 73
Total	$3,587,358 53	$2,110,369 93	$2,017 18	$1,982,949 08	$1,248,818 93	$8,931,513 65	$289,715 38	$866,293 73	$10,087,522 76
Brooklyn Union System									
Brooklyn Union Gas	$1,745,578 09	$1,148,899 75	$9,028 51	$919,122 34	$740,983 11	$4,563,611 80	$238,439 24	[6] $148,037 77	$4,950,088 81
Newtown Gas	19,675 45	70,054 63	.....	91,534 09	6,884 67	188,148 84	29,248 26	[7] 2,320 37	219,717 47
Flatbush Gas	11,361 49	79,302 32	2,447 49	87,878 79	9,013 43	190,003 52	31,363 63	[8] 11,999 96	233,367 11
Woodhaven Gas Light	.....	20,987 07	.....	46,515 08	3,650 62	71,152 77	22,201 40	[9] 143 54	93,497 71
Jamaica Gas Light	.....	16,300 83	.....	28,879 07	5,959 15	51,139 02	14,249 90	[10] 296 60	65,685 52
Richmond Hill & Q. C. Gas	.....	9,922 69	.....	22,205 17	2,280 58	34,408 44	3,930 31	[9] 26 25	38,365 00
Total	$1,776,615 03	$1,345,467 26	$11,476 00	$1,196,134 54	$768,771 56	$5,098,464 39	$339,432 74	$162,824 49	$5,600,721 62
Other Companies									
Kings County Lighting	$170,282 85	$61,288 54	$2,077 69	$96,312 29	$53,816 01	$383,777 38	$15,699 35	[11] $26,100 42	$425,577 15
Brooklyn Borough Gas	61,979 59	56,222 92	.....	51,317 92	30,654 31	200,174 74	45,490 41	[12] 4,833 52	250,498 67
N. Y. & Richmond Gas	81,338 03	47,815 17	.....	33,551 10	29,909 34	192,613 64	23,329 58	[13] 24 15	215,967 37
Queens Borough G. & E.	56,643 91	57,455 71	23 64	36,884 66	42,290 00	193,297 92	37,123 07	[14] 1,926 32	232,347 31
Bronx Gas & Electric	24,627 24	20,017 18	.....	14,567 52	14,563 81	73,775 75	4,790 13	[15] 7,954 95	86,520 83
Total	$304,871 62	$242,799 52	$2,101 33	$232,633 49	$171,233 47	$1,043,639 43	$126,432 54	$40,839 36	$1,210,911 33
Grand total	$5,758,845 18	$3,698,636 71	$15,594 51	$3,411,717 11	$2,188,823 96	$15,073,617 47	$755,580 66	$1,069,957 58	$16,899,155 71

[1] General suspense, $297,352.59; draughting suspense, $76,096.61; auto suspense and cartage, $194,749.98; material and supplies, $138,221.63; scowing, $2,422.30. [2] Companies and individuals, $2,491.06; automobile suspense, $5,707.82; cartage suspense, $17,079.93; storeroom suspense, $13,897.54; scowing suspense, $8,376.31; general suspense, $22,427.42. [3] Materials and supplies, $33,503.10; miscellaneous accounts receivable, $6,125.40. [4] Cartage and automobile suspense and other miscellaneous accounts. [5] Materials and supplies. [6] Material and supplies, $81,778.38; associated companies, $29,767.79; casualties and insurance reserve, $14,660; gas merchandise and jobbing revenue, $7,051.34; miscellaneous, $14,780.26. [7] Casualties and insurance reserve, $498.87; associated companies, $780.08; gas merchandise and jobbing revenue, $1,041.42. [8] Casualties and insurance reserve, $298.09; associated companies, $11,625.42; gas merchandise and jobbing revenue, $76.45. [9] Casualties and insurance reserve. [10] Casualties and insurance reserve, $77.19; associated companies, $39.60; gas merchandise and jobbing revenue, $179.81. [11] Trucking suspense, $6,325.99; storeroom suspense, $12,076.82; capital withdrawn, $40.72; accruals, $1,301.50; prepaid wages, $3,750; other suspense, $1,706.39. [12] Construction work in progress, $4,184.35. U. G. I. Coal Co., $516.91; N. E. Dillon, $1.25; gas merchandise, $120.01. [13] Miscellaneous. [14] Materials and supplies, $1,514.40; miscellaneous accounts receivable, $301.53. [15] Floating capital. [16] Stamp [illegible]
and supplies, $24.27.

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TABLE XXXI. Employees and wages: Distribution of number of employees and employees by accounts and co[illegible] (B) Electric [illegible]

COMPANY	Production	Transmission	Electric storage	Distribution	Utilization	Commercial	Other miscellaneous	Total	Fixed capital	Other accounts (operating expense in footnotes)	Total
LIGHT AND POWER COMPANIES											
New York Edison	$1,970,517 50	$849,526 67	$61,015 97	$1,755,681 09	$631,268 21	$1,774,819 64	$1,338,575 33	$8,381,404 41	$2,267,898 70	[1] $333,737 91	$10,983,041 02
United Electric L. & P.	517,826 29	146,004 16	.....	333,262 81	79,906 74	287,860 22	285,590 28	1,650,450 50	308,515 51	[2] 51,258 42	2,010,224 43
N.Y. & Queens Elect. L. & P.	40,073 81	104,709 62	.....	317,657 29	42,416 67	199,548 74	286,568 14	990,974 27	111,835 48	[3] 249,290 42	1,352,100 17
Total. Consolidated system	*2,528,417 60*	*1,100,240 45*	*61,015 97*	*2,406,601 19*	*753,591 62*	*2,262,228 60*	*1,910,733 75*	*11,022,829 18*	*2,688,349 69*	*634,286 75*	*14,345,365 68*
Brooklyn Edison	737,543 64	225,010 13	7,129 47	492,888 68	163,357 71	639,194 49	535,701 67	2,710,825 79	227,128 50	[4] 2,435,822 07	5,373,776 36
Richmond Light & R. R.	145,853 41	1,465 05	.....	50,947 47	9,375 34	18,324 84	58,743 05	284,709 16	28,098 34	[5] 43,315 48	356,122 98
Flatbush Gas	88,945 62	.....	.....	103,466 49	14,073 93	43,871 44	25,028 53	275,386 01	177,856 60	[6] 15,434 02	468,676 63
Queens Borough G. & E.	44,012 42	4,694 04	.....	33,335 80	6,005 85	33,775 93	45,450 21	167,274 25	10,459 89	[7] 5,192 13	182,926 27
Bronx Gas & Electric	31,125 23	.....	.....	17,769 05	1,816 09	5,704 56	11,249 40	67,664 33	18,899 03	[8] 4,450 10	91,013 46
Total	$3,575,897 92	$1,331,409 67	$68,145 44	$3,015,008 68	$948,220 54	$3,003,099 86	$2,586,906 61	$14,528,688 72	$3,150,692 05	$3,138,500 55	$20,817,881 32
CONDUIT COMPANIES											
Consol. Tel. & El. Subway	.....	.....	.....	(9)	.....	.....	[10] $215,618 30	$215,618 30	$1,625,665 95	[11] $127,810 91	$1,969,095 16
Empire City Subway	.....	.....	.....	$148,398 57	.....	.....	39,840 17	188,238 74	373,934 41	.....	562,173 15
Total	.....	.....	.....	$148,398 57	.....	.....	$255,458 47	$403,857 04	$1,999,600 36	$127,810 91	$2,531,268 31
Grand total	$3,575,897 92	$1,331,409 67	$68,145 44	$3,163,407 25	$948,220 54	$3,003,099 86	$2,842,365 08	$14,932,545 76	$5,150,292 41	$3,266,311 46	$23,349,149 63

[1] Rent expense, $9,074.41; accounts receivable, $324,663.50.
[2] Electric merchandise and jobbing revenue.
[3] Electric merchandise and jobbing revenue, $6,144.99; work in progress, etc., $243,145.43.
[4] Expenses accrued, $166.17; work in progress, $1,884,088.32; material and supplies, $4,626.94; miscellaneous billing, $4,276.22; storeroom suspense, $261,674.24; transportation suspense, $255,976.55; merchandising, $4,126.44; non-operating, $20,887.19.
[5] Construction work in progress.
[6] Materials and supplies, $11,955.09; casualties and insurance reserve, $1,948.24; associated companies, $1,530.69.
[7] Materials and supplies, $4,936.15; miscellaneous accounts receivable, $255.98.
[8] Floating capital.
[9] Including general and miscellaneous expenses.
[10] Includes distribution expenses (non-separable).
[11] Payroll account charged to subsidiary, which in turn is charged to N. Y. Edison, United Electric, and others for building subsidiary connections.

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TABLE XXXII. GAS OPERATING REVENUES, 1920

Company	Note as to prices	Revenues from Sales of Gas to Consumers						Revenues from sales to other gas companies [1]	Total revenue from sales of gas
		Municipal street lighting	Lighting municipal buildings	Municipal light and power	Prepaid gas	Commercial metered lighting	Total*		
Consolidated System									
Consolidated Gas	A	.....	$91,495 35	.....	$3,066,152 65	$13,435,009 07	$16,592,657 07	.....	$16,592,657 07
Astoria L., H. & P.	—	.....	.....	.....	.....	179 84	179 84	[2] $9,426,729 88	9,426,909 72
New Amsterdam Gas	B	.....	32,475 04	.....	445,509 76	[3] 2,943,384 90	3,421,369 70	.....	3,421,369 70
Central Union Gas	B	.....	10,268 58	.....	722,786 00	1,689,601 68	2,422,656 26	.....	2,422,656 26
Standard Gas Light	B	.....	8,398 47	.....	355,118 56	1,760,216 56	2,123,733 59	.....	2,123,733 59
N. Y. Mutual Gas Light	B	.....	7,715 70	.....	107,393 28	1,546,571 18	1,661,680 16	.....	1,661,680 16
Northern Union Gas	B	.....	11,290 87	.....	455,144 90	1,165,335 25	1,631,771 02	85,225 34	1,716,996 36
N. Y. & Queens Gas	C	.....	1,141 35	.....	88,616 75	332,619 21	422,377 31	.....	422,377 31
Westchester Lighting [4]	—	.....	[914 86]	.....	[17,810 54]	[62,259 92]	[80,985 32]	.....	[80,985 32]
Total	—	.....	$162,785 36	.....	$5,240,721 90	$22,872,917 69	$28,276,424 95	$9,511,955 22	$37,788,380 17
Brooklyn Union System									
Brooklyn Union Gas	D	$56,506 50	$40,457 24	.....	$354,130 67	$12,177,456 76	$12,628,551 17	$2,968,387 54	$15,596,938 71
Newtown Gas	E	.....	3,024 91	.....	17,550 23	1,312,049 99	1,332,625 13	.....	1,332,625 13
Flatbush Gas	E	13,133 06	2,709 56	$2,089 88	5,297 12	[5] 936,565 33	959,794 95	.....	959,794 95
Woodhaven Gas Light	—	.....	805 61	.....	9,121 00	460,471 31	470,397 92	.....	470,397 92
Jamaica Gas Light	—	.....	1,606 07	.....	9,717 70	383,422 73	394,746 50	.....	394,746 50
Richmond Hill & Q. C. Gas	—	.....	486 40	.....	3,390 00	201,864 30	205,740 70	.....	205,740 70
Total	—	$69,639 56	$49,089 79	$2,089 88	$399,206 72	$15,471,830 42	$15,991,856 37	$2,968,387 54	$18,960,243 91
Other Companies									
Kings County Lighting	F	$35,589 92	$3,115 05	.....	.....	[6] $1,544,191 19	$1,582,896 16	.....	$1,582,896 16
Brooklyn Borough Gas	G	8,781 90	1,121 10	$813 63	$91,534 56	825,434 73	927,685 92	.....	927,685 92
N. Y. & Richmond Gas	—	.....	1,703 56	249 47	127,266 50	515,915 82	645,135 35	.....	645,135 35
Queens Borough G. & E.	—	[7] 4,211 42	2,258 21	17 17	6,636 60	[8] 724,634 71	737,758 11	.....	737,758 11
Bronx Gas & Electric	H	.....	[9] 2,941 65	.....	.....	336,015 40	338,957 05	.....	338,957 05
Total	—	$48,583 24	$11,139 57	$1,080 27	$225,437 66	$3,946,191 85	$4,232,432 59	.....	$4,232,432 59
Grand total	—	$118,222 80	$223,014 72	$3,170 15	$5,865,366 28	$42,290,939 96	$48,500,713 91	$12,480,342 76	$60,981,056 67

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NOTE.—A majority of the companies billed consumers for gas at a price in [illegible] such action [illegible] was taken pursuant to an injunction of the court which required the excess collected to be deposited with the [illegible] The rates charged by the different companies in 1920 were as follows:

A — On July 1 increased from 80c. to $1.00 and August 6 to $1.20.
B — July 1 increased from 80c. to $1.00 and December 1 to $1.10.
C — November 19 increased from $1.00 to $1.25 plus a monthly service charge of [illegible]
D — March 1 increased from 80c. to 97c. and December 1 to $1.10.
E — December 1 increased from $1.00 (Newtown) and 80c. (Flatbush) to $1.10.
F — October 23 increased from 95c. to $1.50. Prior to March 29, 1920, bonds of par value equal to the excess collected over the 80c. statutory rate were deposited with the Empire Trust Company by order of the State Supreme Court. These deposits were increased by $16,843.68 in 1920.
G — April 1 increased from $1.10 to $1.15 and August 1 to $1.40 by permission of Public Service Commission. The Supreme Court pronounced the 80c. rate confiscatory in 1918, no deposit or bond being required for the excess.
H — The company collected $1.50 throughout the year, being required to furnish Court with $50,000 bond for return to its gas consumers of the excess over the $1.00 statutory rate or other reasonable rate which may later be established.

* In addition the following amounts were collected in excess of statutory rates, impounded and not taken into revenue: Consolidated Gas, $2,796,728.08; New Amsterdam, $342,039.18; Central Union, $233,944.70; Standard, $216,154.21; N. Y. Mutual, $165,436.05 (transferred to Surplus); Northern Union, $166,568.63; N. Y. & Queens Gas, $16,332.25; total, Consolidated system, $3,937,203.10; Brooklyn Union, $1,956,854.93; Newtown, $3,183.21; Flatbush, $13,441.78; total Brooklyn Union system, $1,973,479.92; grand total, $5,910,683.02.

[1] Does not include receipt under "agency agreement," "cost" plus 10 per cent commission, the cost therein being credited to operating expenses (Table XXXIV) while the 10 per cent commission on Others' gas is tabulated here under Other miscellaneous revenues.

[2] Consists of $8,228,499.28, representing actual cost of labor, materials and other expenses, reported under sales to other gas companies, and $1,198,230.60, representing return on investment, reported under joint gas rent revenue.

[3] Includes $12.80 for private street lamps.

[4] Figures for the Westchester Lighting operations are given for the purposes of statistical completeness, but are not included in the totals.

[5] Includes $3,953.52, commercial heat and power.

[6] Includes $1,195,673.39 at 95c. and $348,517.80 at $1.54.

[7] Includes $270, street lighting from individuals and companies.

[8] Includes $446.66, commercial heat and power.

[9] Gas from municipal buildings has been billed N. Y. City at the regular consumers' rate of $1.50 per M cu. ft., but has not been paid.

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TABLE XXXII. Gas operating revenues, 1920 — Concluded

Company	Miscellaneous Revenues				Total gas revenues [1]	Amount of gas billed but not included in revenue account	Total amount of consumers' bills
	Rent of gas appliances	Gas merchandise and jobbing	Other	Total			
Consolidated System							
Consolidated Gas	$1,189,525 51	$439,335 41	[2] $391,098 77	$2,019,959 69	$18,612,616 76	$2,796,728 08	$19,389,385 15
Astoria L., H. & P.	3 00	.....	.....	3 00	9,426,912 72	.....	179 84
New Amsterdam Gas	173,835 99	50,332 74	[3] 1,090,393 78	1,314,562 51	4,735,932 21	342,039 18	3,763,408 88
Central Union Gas	263,046 53	95,745 54	[4] 275,472 42	634,264 49	3,056,920 75	233,944 70	2,656,600 96
Standard Gas Light	134,087 41	41,802 85	[5] 162,180 97	338,071 23	2,461,804 82	216,154 21	2,339,887 80
N. Y. Mutual Gas Light	61,145 11	33,863 91	[6] 381,275 34	476,284 36	2,137,964 52	165,436 05	1,827,116 21
Northern Union Gas	240,426 57	43,576 71	[7] 1,296 00	285,299 28	2,002,295 64	166,568 63	[8] 1,883,564 99
N. Y. & Queens Gas	14,142 15	17,947 51	.....	32,089 66	454,466 97	16,332 25	438,709 56
Westchester Lighting [9]	N.R.	N.R.	N.R.				
Total	$2,076,212 27	$722,604 67	$2,301,717 28	$5,100,534 22	$42,888,914 39	$3,937,203 10	$32,298,853 39
Brooklyn Union System							
Brooklyn Union Gas	$14,008 32	$267,943 33	[10] $15,642 05	$297,593 70	$15,894,532 41	$1,956,854 93	$14,585,406 10
Newtown Gas	411 60	29,233 70	[11] 42,000 00	71,645 30	1,404,270 43	3,183 21	1,335,808 34
Flatbush Gas	256 36	29,109 88	[11] 16,000 00	45,366 24	1,005,161 19	13,441 78	973,236 73
Woodhaven Gas Light	.....	13,277 13	.....	13,277 13	483,675 05	.....	470,397 92
Jamaica Gas Light	1,507 00	16,696 77	[12] 5,533 33	23,737 10	418,483 60	.....	394,746 50
Richmond Hill & Q. C. Gas	.....	7,398 39	.....	7,398 39	213,139 09	.....	205,740 70
Total	$16,183 28	$363,659 20	$79,175 38	$459,017 86	$19,419,261 77	$1,973,479 92	$17,965,336 29
Other Companies							
Kings County Lighting	.....	$14,123 88	.....	$14,123 88	$1,597,020 04	[$16,843 68]	$1,582,896 16
Brooklyn Borough Gas	$813 35	35,195 21	.....	36,008 56	963,694 48	.....	927,685 92
N. Y. & Richmond Gas	.....	26,060 08	.....	26,060 08	671,195 43	.....	645,135 35
Queens Borough G. & E.	1,646 60	41,867 94	[10] $505 60	44,020 14	781,778 25	.....	737,758 11
Bronx Gas & Electric	.....	7,448 89	.....	7,448 89	346,405 94	.....	338,957 05
Total	$2,459 95	$124,696 00	$505 60	$127,661 55	$4,360,094 14	.....	$4,232,432 59
Grand total	$2,094,855 50	$1,210,959 87	$2,381,398 26	$5,687,213 63	$66,668,270 30	$5,910,683 02	$54,496,622 27

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[1] Consolidated system companies exercise the option allowed in the preceded form of return for 1920, of treating residual [illegible] deduction from expenses.

[2] Composed of joint gas rent revenue, $240,604.91; Miscellaneous rent revenue, [illegible] Advertising sign, $1,170.96; Stock scrip, Consolidated Gas, $42.00.

[3] Composed of $149,754.37, 10 per cent on gas transferred to Central Union [illegible] enriched for the Astoria; $899,411.74 joint gas rent revenue and $16,512; [illegible]

[4] Composed of $80,871.95, being 10 per cent commission on station [illegible] plant charged to Northern Union Gas, $2,713.44 reimbursement from Standard Gas Light, for use of [illegible] system, and $8,530.57 Miscellaneous rent revenues.

[5] Composed of joint gas rent revenue, $30,303.96, 10 per cent commission on gas transferred to Consolidated Gas, $288.47 and other miscellaneous rent revenue, $131,588.54.

[6] Composed of joint gas rent revenue, $337,921.94; Miscellaneous rent revenues, $2,261.03; and 10 per cent commission on rate of gas to other companies, $41,092.37.

[7] Miscellaneous rent revenues.

[8] Includes $85,225.34 revenue from sales of gas to Westchester Lighting.

[9] See note 4, on preceding page.

[10] Sales of residuals and byproducts.

[11] Joint gas rent revenue.

[12] Composed of joint gas rent revenue, $3,250 and miscellaneous rent revenues, $2,283.33.

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TABLE XXXIII. GAS OPERATING EXPENSES, 1920: (A) Manufacturing and storage expenses

§ 1. Consolidated system, water gas

ITEMS OF MANUFACTURING COST	Consolidated Gas [1]	Astoria Light, Heat & Power [1]	New Amsterdam Gas	Central Union Gas [1]	Standard Gas Light	New York Mutual Gas Light	Northern Union Gas [2]	New York & Queens Gas	Total Consolidated system
M cu. ft. of gas manufactured	8,380,553	7,725,644	7,306,791	2,867,494	2,773,101	2,973,716	.....	475,729	32,503,028
Works superintendence	$34,056 15	$29,218 97	$29,526 31	$17,337 47	$19,038 66	$20,534 53	.....	$3,211 00	$152,923 09
Boiler-house labor	63,653 71	58,152 68	54,091 00	28,784 71	31,236 07	24,624 06	.....	10,644 84	271,187 07
Generator-house labor	113,438 31	164,357 94	169,134 38	50,109 26	73,124 79	46,154 61	.....	18,584 73	634,904 02
Purifier-house labor	5,110 29	9,183 03	18,704 56	4,505 37	5,044 52	5,736 02	.....	1,294 89	49,578 68
Miscellaneous labor at works	52,000 93	40,166 20	38,169 90	26,519 45	15,729 03	29,600 35	$6,443 74	2,689 47	211,319 07
Total, gas-making labor	$268,259 39	$301,078 82	$309,626 15	$127,256 26	$144,173 07	$126,649 57	$6,443 74	$36,424 93	$1,319,911 93
Boiler fuel	$423,763 41	$289,878 55	$367,646 08	$112,742 54	$127,281 20	[3] $157,342 16	.....	[4] $40,290 01	$1,518,943 95
Water	16,763 30	16,369 37	14,058 67	9,323 50	3,645 95	6,138 21	.....	139 80	66,438 80
Generator fuel	1,330,781 12	932,812 63	1,157,184 87	353,628 60	448,314 69	544,105 24	.....	86,529 91	4,853,357 06
Water-gas oil	2,476,680 89	2,646,828 50	2,214,044 61	951,016 69	815,746 75	1,193,582 78	.....	150,531 32	10,448,431 54
Purification supplies	10,278 31	20,584 49	10,844 50	8,613 21	4,340 13	21,596 73	.....	1,546 89	77,804 26
Miscellaneous works expenses	86,125 61	[5] 65,033 22	50,646 34	16,328 48	24,942 97	18,259 54	$330 63	3,140 44	264,807 23
Total, fuel, supplies, etc	$4,344,392 64	$3,971,506 76	$3,814,425 07	$1,451,653 02	$1,424,271 69	$1,941,024 66	$330 63	$282,178 37	$17,229,782 84
Repairs, works and station structures	$66,530 24	$24,525 42	$59,717 96	$22,846 83	$16,824 63	$44,784 30	$13 07	$6,030 19	$241,272 64
Repairs, furnaces, boilers, etc	27,934 44	16,119 01	28,042 51	9,512 20	8,618 20	29,098 76	174 02	——	——
Repairs, steam engines	3,942 00	3,304 52	12,840 33	1,284 42	1,942 23	6,175 57	.....	——	——
Repairs, miscellaneous power-plant equipment	1,467 39	.....	*Cr 489 41*	.....	264 90	18,179 21	.....	——	——
Repairs, power-plant equipment	*33,343 83*	*19,423 53*	*40,393 43*	*10,796 63*	*10,835 38*	*53,453 54*	*174 02*	*6,105 90*	*174,516 20*
Repairs, water-gas sets and accessories	80,546 44	82,526 96	129,316 96	26,547 84	27,428 21	24,584 46	.....	——	——
Repairs, purification apparatus	26,196 12	6,555 10	4,475 86	1,601 64	1,088 47	2,130 75	.....	——	——
Repairs, holders	33,280 66	3,050 87	8,338 04	5,766 31	577 77	14,817 47	3,155 57	——	——
Repairs, miscellaneous equipment	32,471 27	46,570 97	43,739 95	13,941 23	8,287 04	25,628 74	.....	——	——
Repairs, gas apparatus	*178,494 49*	*138,703 90*	*185,870 81*	*47,857 02*	*57,381 49*	*67,161 42*	*3,155 57*	*18,311 47*	*670,936 17*
Repairs of works' tools	16,020 40	8,579 17	6,302 88	3,460 91	7,541 87	9,351 43	.....	975 58	52,241 24
Total, repairs	$288,388 96	$191,232 02	$292,285 08	$84,970 38	$72,573 32	$174,750 69	$3,342 66	$31,423 14	$1,138,966 23
Gas storage	$173,812 59	$851 69	$29,145 96	$27,746 98	$57,867 61	$13,203 58	$13,843 15	.....	$316,471 56
Grand total, as reported (incl. residuals)	$5,074,853 58	$4,464,660 20	$4,445,482 26	$1,691,626 64	$1,698,885 69	$2,255,028 50	$23,960 18	$350,026 44	$20,005,142 58

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Water-gas tar made	$295,911 19	$300,130 67	$203,451 31	$117,258 72	$97,163 27	$104,217 36	.....	$15,536 62	$1,133,669 14
Drip oil recovered	32,273 12	26,895 96	5,511 13	7,380 01	5,588 06	11,250 32	.....	.....	88,898 60
Less residual expense	6,458 06	.....	1,487 28	.....	1,743 46	127 95	.....	.....	9,816 75
Total, credit on account of residuals	$321,726 25	$327,026 63	$207,475 16	$124,638 73	$101,007 87	$115,339 73	.....	$15,536 62	$1,212,750 99
Cost of manufacture and storage	$4,753,127 33	$4,137,642 66	$4,238,007 10	$1,566,987 91	$1,507,877 92	$2,140,288 77	$23,960 18	$334,489 82	$18,702,381 59

NOTE.—Accounts of the Uniform System for which no entries are reported are omitted from table.

[1] Company also produces coal gas; Production expenses are for maintenance and operation of holder station.

[2] Company does not manufacture gas.

[3] Includes $83,758.94, Fuel under retorts.

[4] Includes $15,515.22, Water-gas tar.

[5] Includes $17,776.83, Electric power plant.

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TABLE XXXIII. Gas operating expenses, 1920: (A) Manufacturing and storage expenses — Continued
§ 2. Consolidated system, water gas and coal gas combined

Items of Manufacturing Cost	Coal Gas				Consolidated Gas, total C. G. & W. G.	Central Union Gas, total C. G. & W. G.	Astoria L., H. & P. total C. G. & W. G.	Total, Consolidated system (water gas and coal gas combined)
	Consolidated Gas	Central Union Gas	Astoria Light, Heat & Power	Total				
M cu. ft. of gas manufactured	164,140	810,450	4,612,913	5,587,503	8,544,693	3,677,944	12,338,557	38,090,531
Works superintendence	$2,942 39	$4,183 48	$43,733 85	$50,859 72	$36,998 54	$21,520 95	$72,952 82	$203,782 81
Boiler-house labor	5,214 37	8,179 76	44,147 43	57,541 56	68,868 08	36,964 47	102,300 11	328,728 63
Retort-house labor	97,283 89	70,613 83	319,565 35	487,463 07	97,283 89	70,613 83	319,565 35	487,463 07
Generator-house labor	.....	.....	.....	.....	113,438 31	50,109 26	164,357 94	634,904 02
Purifier-house labor	1,819 20	5,469 92	29,402 11	36,691 23	6,929 49	9,975 29	38,585 14	86,269 91
Miscellaneous labor at works	5,531 42	10,236 72	55,603 30	71,371 44	57,532 35	36,756 17	95,769 50	282,690 51
Total, gas-making labor	$112,791 27	$98,683 71	$492,452 04	$703,927 02	$381,050 66	$225,939 97	$793,530 86	$2,023,838 95
Boiler fuel	$7,209 36	$33,506 62	$111,640 68	$152,356 66	$430,972 77	$146,249 16	$401,519 23	$1,671,300 61
Water	917 60	2,672 90	10,525 80	14,116 30	17,680 90	11,996 40	26,895 17	80,555 10
Fuel under retorts	32,237 67	48,605 06	405,617 97	486,460 70	32,237 67	48,605 06	405,617 97	486,460 70
Coal carbonized	129,840 22	574,767 73	3,653,125 64	4,357,733 59	129,840 22	574,767 73	3,653,125 64	4,357,733 59
Coal-gas enricher	3,864 36	.....	247,155 08	251,019 44	3,864 36	.....	247,155 08	251,019 44
Generator fuel	.....	.....	.....	.....	1,330,781 12	353,628 60	932,812 63	4,853,357 06
Water-gas oil	.....	.....	.....	.....	2,476,680 89	951,016 69	2,646,828 50	10,448,431 54
Purification supplies	1,405 86	7,189 42	29,117 73	37,713 01	11,684 17	15,802 63	49,702 22	115,517 27
Miscellaneous works expense	4,638 14	6,798 76	[1] 192,434 56	203,871 46	90,763 75	23,127 24	[2] 257,467 78	468,678 69
Total, fuel, supplies, etc	$180,113 21	$673,540 49	$4,649,617 46	$5,503,271 16	$4,524,505 85	$2,125,193 51	$8,621,124 22	$22,733,054 00
Repairs, works and station structures	$17,716 02	$23,898 73	$32,155 76	$73,770 51	$84,246 26	$46,745 56	$56,681 18	$315,043 15
Repairs, furnaces, boilers, etc	2,905 99	2,498 57	15,306 10	20,710 66	30,840 43	12,010 77	31,425 11	——
Repairs, steam engines	147 04	2,977 16	181 15	3,305 35	4,089 04	4,261 58	3,485 67	——
Repairs, miscellaneous power-plant equipment	85 45	.....	.....	85 45	1,552 84	.....	.....	——
Repairs, power-plant equipment	*3,138 48*	*5,475 73*	*15,487 25*	*24,101 46*	*36,482 31*	*16,278 35*	*34,910 78*	*198,617 66*

TABLE XXXIII. Gas operating expenses, 1920: (A) Manufacturing and storage expenses — Concluded
§ 3. Companies outside of the Consolidated system [1] and grand total for all companies

Items of Manufacturing Cost	Brooklyn Union System: Brooklyn Union Gas	Brooklyn Union System: Flatbush Gas and Newtown Gas [2]	Kings County Lighting	Brooklyn Borough Gas	New York & Richmond Gas	Queens Borough Gas & Electric	Bronx Gas & Electric	Total companies outside Consolidated system	Grand total, all companies
M cu. ft. of gas manufactured	22,105,470	(3)	1,792,305	890,660	772,534	682,990	261,092	26,505,051	64,595,582
Works superintendence	$187,143 38		$21,571 23	—	$3,974 21	$9,177 54	—	—	—
Boiler-house labor	241,912 41		46,104 40	—	18,452 67	14,896 96	—	—	—
Retort-house labor			—				—	—	—
Generator-house labor	624,817 70		60,529 96	—	31,572 71	20,034 34	—	—	—
Purifier-house labor	41,537 56		3,112 73	—	3,233 31	3,725 77	—	—	—
Miscellaneous labor at works	239,889 38		9,125 57	—	13,609 59	1,586 40	—	—	—
Total, gas-making labor	$1,335,300 43		$140,443 89	$49,414 02	$70,842 49	$49,421 01	$17,313 07	$1,662,734 91	$3,686,573 86
Boiler fuel	$750,820 24		$161,592 43	[4] $45,854 28	$51,763 46	$38,266 28	$9,148 20	$1,057,444 89	$2,728,745 50
Water	48,666 98		24,412 66	2,313 00	5,327 38	121 27	270 10	81,111 39	161,666 49
Fuel under retorts									486,460 70
Coal carbonized									4,357,733 59
Coal-gas enricher									251,019 44
Generator fuel	2,966,196 01		263,774 60	134,608 28	113,987 98	96,671 25	38,600 82	3,613,838 94	8,467,196 00
Water-gas oil	6,740,489 29		503,066 23	237,002 88	270,448 75	164,020 94	116,263 77	8,031,291 86	18,479,723 40
Purification supplies	63,920 37		8,292 82	1,200 00	4,778 35	1,216 58	1,422 72	80,830 84	196,348 11
Miscellaneous works expense	139,601 44		15,937 40	2,555 77	5,632 90	4,903 70	4,671 43	173,302 64	641,981 33
Total, fuel, supplies, etc.	$10,709,694 33		$977,076 14	$423,534 21	$451,938 82	$305,200 02	$170,377 04	$13,037,820 56	$35,770,874 56
Repairs, works and station structures	$125,858 38	[2] $919 63	$8,729 17	$9,202 92	$3,212 44	$1,597 60	$1,111 88	$150,632 02	$465,675 17
Repairs, furnaces, boilers, etc.	98,984 34		19,507 12	—	7,887 59	1,271 23		—	—
Repairs, steam engines	20,773 97		1,659 36	—	725 61	69 84		—	—
Repairs, gas engines	452 73	[2] 1,266 49	1,278 33	—				—	—
Repairs, miscellaneous power-plant equipment	10,159 10		2,555 90	—	16 58	1,603 89		—	—
Repairs, power-plant equipment	*130,370 14*	*1,266 49*	*25,000 71*	*6,579 46*	*8,629 78*	*2,944 96*		*174,791 54*	*373,409 20*
Repairs, benches and retorts									
Repairs, water-gas sets and accessories	260,864 37		22,293 09	—	10,165 98	1,938 08	3,836 93	—	—

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TABLE XXXIII. Gas operating expenses, 1920: (B) Manufacturing and storage expenses per M cu. ft. made (cents)

COMPANY	Gas-making labor	Boiler fuel	Gas coal and fuel under retorts	Generator fuel	Gas oil [1]	Miscellaneous supplies and expenses	Repairs at works and holder stations	Gas storage	Total manufacturing expenses (gas and residuals)	Deductions for residuals	Net cost of manufacture and storage	Same excl. of gas oil
CONSOLIDATED SYSTEM												
Coal gas:												
Consolidated Gas	68.72	4.39	98.74	.....	2.35	4.24	28.04	41.40	247.88	36.17	211.71	209.36
Astoria L., H. & P.	10.67	2.42	87.99	.....	5.36	5.03	11.02	.01	122.50	60.63	61.87	56.51
Central Union Gas	12.18	4.13	76.92	.....	.....	2.06	11.48	.98	107.75	52.54	55.21	55.21
Average	*12.60*	*2.75*	*86.70*	.....	*4.49*	*4.58*	*11.58*	*1.37*	*124.05*	*58.74*	*65.31*	*60.82*
Water gas:												
Consolidated Gas	3.20	5.06	.....	15.88	29.55	1.35	3.44	2.07	60.55	3.84	56.71	27.16
Astoria L., H. & P.	3.90	3.75	.....	12.07	34.26	1.32	2.48	.01	57.79	4.23	53.56	19.30
New Amsterdam Gas	4.24	5.03	.....	15.84	30.30	1.03	4.00	.40	60.84	2.84	58.00	27.70
Central Union Gas	4.44	3.93	.....	12.33	33.17	1.19	2.96	.97	58.99	4.34	54.65	21.48
Standard Gas Light	5.20	4.59	.....	16.17	29.42	1.18	2.61	2.09	61.26	3.64	57.62	28.20
N. Y. Mutual Gas Light	4.25	5.29	.....	18.30	40.14	1.55	5.88	.44	75.85	3.88	71.97	31.83
N. Y. & Queens Gas	7.66	8.47	.....	18.19	31.64	1.01	6.61	.....	73.58	3.27	70.31	38.67
Average [2]	*4.06*	*4.68*	.....	*14.93*	*32.15*	*1.26*	*3.50*	*.97*	*61.55*	*3.73*	*57.82*	*25.67*
Coal gas and water gas combined:												
Consolidated Gas	4.46	5.04	1.90	15.57	29.03	1.41	3.91	2.83	64.15	4.46	59.69	30.66
Astoria L., H. & P.	6.43	3.25	32.90	7.56	23.45	2.71	5.67	.01	81.98	25.31	56.67	33.22
Central Union Gas	6.14	3.98	16.95	9.62	25.86	1.38	4.84	.97	69.74	14.97	54.77	28.91
Average, Consol. sys. [2]	5.31	4.39	12.72	12.75	28.09	1.74	4.69	1.03	70.72	11.80	58.92	30.83
Brooklyn Union system [2]	6.04	3.39	.....	13.42	30.49	1.14	3.05	1.03	58.56	1.00	57.56	27.07

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TABLE XXXIII. Gas operating expenses, 1920: (C) Expenses other than manufacturing and storage expenses and total operating expenses
§ 1. Consolidated system

Items of Expense	Consolidated Gas	Astoria Light, Heat & Power	New Amsterdam Gas	Central Union Gas	Standard Gas Light	New York Mutual Gas Light	Northern Union Gas	New York & Queens Gas	Total
Production expenses brought forward	$5,100,626 49	$6,991,748 18	$4,238,007 10	$2,014,423 98	$1,597,877 82	$2,140,288 77	$23,960 18	$334,489 82	$22,441,422 34
Gas from other sources[1]	10,210,112 41	.....	*Cr 1,497,543 32*	*Cr 95,818 04*	79,839 77	*Cr 408,362 30*	1,410,508 52	.....	9,698,737 04
Total, production expenses	$15,310,738 90	$6,991,748 18	$2,740,463 78	[7] $1,918,605 94	$1,677,717 59	$1,731,926 47	$1,434,468 70	$334,489 82	$32,140,159 38
Transmission pumping	.....	.....	.....	.....	.....	.....	.....	.....	.....
Distribution superintendence	$285,556 31	.....	$82,819 93	$38,350 67	$53,757 36	$21,412 14	$31,757 59	$2,910 65	$516,564 65
Distribution supplies and expenses	110,302 43	.....	29,045 69	11,330 04	29,396 73	15,978 54	7,841 23	1,656 91	205,551 57
Gas meter and installation work	372,128 44	.....	81,242 72	76,535 26	60,539 87	35,239 58	46,150 35	6,543 46	678,379 68
Work on consumers' premises	526,057 97	.....	95,744 38	75,253 26	70,573 73	39,387 38	50,398 32	18,990 54	876,405 58
Repairs, gas mains — transmission	.....	.....	[2] 41,976 54	.....	.....	.....	.....	.....	41,976 54
Repairs, gas mains — distribution	212,088 26	.....	66,071 45	17,673 55	22,086 07	66,189 62	10,910 62	18,151 91	413,171 48
Repairs, gas services	69,781 23	.....	23,017 42	27,136 18	15,567 30	20,191 35	15,682 06	1,056 74	172,432 28
Repairs, gas meters	460,613 77	.....	90,659 09	101,158 52	58,678 97	41,231 10	43,581 85	6,327 46	802,250 76
Repairs, distribution tools	16,082 84	.....	3,106 63	1,369 98	614 13	1,922 94	5,343 94	120 33	28,560 79
Repairs, gas appliances	229,331 18	.....	38,346 89	17,201 18	31,484 20	16,508 88	24,055 30	2,395 97	359,323 60
Repairs, distribution buildings	4,693 60	.....	1,689 67	2,424 40	.....	.....	2,173 22	.....	10,980 89
Total, transmission and distribution expenses	$2,286,636 03	.....	$553,720 41	$368,433 04	$342,698 36	$258,061 53	$237,894 48	$58,153 97	$4,105,597 82
Street-lamp operating	.....	.....	.....	.....	.....	.....	.....	.....	.....
Street-lamp repairs	$1,793 63	.....	.....	.....	.....	.....	.....	.....	$1,793 63
Total, municipal street lighting expenses	$1,793 63	.....	.....	.....	.....	.....	.....	.....	$1,793 63
Commercial administration	$1,097,359 87	.....	$267,654 11	$171,004 81	$150,332 49	$119,979 19	$122,367 19	$27,668 47	$1,956,366 13
Promotion — office expense	$79,209 27	.....	$31,626 77	$24,408 34	$19,038 89	$13,673 70	$15,582 62	.....	$183,539 59
Advertising	45,055 50	.....	1,453 58	9,165 51	1,586 88	2,456 97	1,499 53	$522 87	61,740 84
Canvassing and soliciting	136,552 72	.....	21,779 50	26,162 95	16,219 16	10,747 15	10,085 66	3,820 66	225,367 80
Total, promotion of business	$260,817 49	.....	$54,859 85	$59,736 80	$36,844 93	$26,877 82	$27,167 81	$4,343 53	$470,648 23

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TABLE XXXIII. Gas operating expenses, 1920: (C) Expenses other than manufacturing and storage expenses, and total operating expenses —Continued

§ 2. Brooklyn Union system

ITEMS OF EXPENSE	Brooklyn Union Gas	Newtown Gas	Flatbush Gas	Woodhaven Gas Light	Jamaica Gas Light	Richmond Hill & Queens County Gas	Total
Production expenses brought forward	$12,674,419 15	$27,925 31	$20,912 76	.....	.....	.....	$12,723,257 22
Gas from other sources	.....	1,077,779 45	963,928 95	$407,008 29	$341,789 25	$177,881 60	2,968,387 54
Total, production expenses	$12,674,419 15	$1,105,704 76	$984,841 71	$407,008 29	$341,789 25	$177,881 60	$15,691,644 76
Transmission pumping	$141,312 27	$8,427 78	$6,686 22	$3 65	.....	$9 74	$156,439 66
Distribution superintendence	344,656 87	21,412 32	16,780 43	7,311 01	$5,966 17	3,933 04	400,059 84
Distribution supplies and expenses	38,483 40	2,273 34	2,489 75	987 17	912 54	369 78	45,515 98
Gas-meter and installation work	279,095 20	19,690 44	29,145 61	6,192 01	4,758 24	3,091 07	341,972 57
Work on consumers' premises	94,703 87	8,933 95	4,693 40	3,158 54	3,519 25	1,800 94	116,809 95
Repairs, gas mains — transmission	7,650 90	193 97	.....	360 03	68 41	5 33	8,278 64
Repairs, gas mains — distribution	97,390 42	6,767 29	9,172 36	1,683 68	992 18	303 10	116,309 03
Repairs, gas services	85,993 58	5,330 68	14,011 21	691 13	519 31	213 24	106,759 15
Repairs, gas meters	238,793 55	12,676 94	15,131 47	2,759 12	2,595 30	1,765 77	273,722 15
Repairs, distribution tools	10,904 68	14 42	157 54	10 30	50 92	.....	11,137 86
Total, transmission and distribution expenses	$1,338,984 74	$85,721 13	$98,267 99	$23,156 64	$19,382 32	$11,492 01	$1,577,004 83
Municipal street-lighting expenses[1]	$7,039 82	$110 29	$2,273 09	$ .77	.....	.....	$9,423 97
Commercial administration	$890,435 92	$86,873 21	$79,270 40	$43,776 00	$27,552 57	$20,763 39	$1,148,671 49
Promotion — office expense	$109,501 61	$6,552 60	$8,463 51				$131,281 05
Advertising	2,063 68	.....	73 44				2,168 12
Canvassing and soliciting	25,359 75	1,788 24	1,628 75				30,301 47
	$136,925 04	$8,340 84	$10,165 70				$163,750 64
		$265 00	$453 40				$92,424 44
			2,779 18				148,509 07
			1,253 72				45,996 21
			1,205 29				97,539 97
							491,684 46
							14,133 80
							234,538 28
							24,460 00

TABLE XXXIII. Gas operating expenses, 1920: (C) Expenses other than manufacturing and storage expenses and total operating expenses — Concluded

§ 3. Minor companies, and grand total for all companies

Items of Expense	Kings County Lighting	Brooklyn Borough Gas	New York & Richmond Gas	Queens Borough Gas & Electric	Bronx Gas & Electric	Total	Grand total all companies
Production expenses brought forward	$1,151,670 01	$489,135 90	$532,312 72	$361,643 47	$191,113 53	$2,725,875 63	$37,890,555 19
Gas from other sources	.....	.....	.....	.....	.....	.....	12,667,124 58
Total, production expenses	$1,151,670 01	$489,135 90	$532,312 72	$361,643 47	$191,113 53	$2,725,875 63	$50,557,679 77
Transmission pumping	$1,673 22	.....	$3,907 68	.....	.....	$5,580 90	$162,020 56
Distribution superintendence	8,094 29	$5,568 01	2,434 80	$12,176 00	$3,378 00	31,651 10	948,275 59
Distribution supplies and expenses	6,193 06	1,721 46	6,045 16	2,854 63	5,894 44	22,708 75	273,776 30
Gas-meter and installation work	16,073 23	18,492 07	5,317 45	20,337 75	3,810 76	64,031 26	1,084,383 51
Work on consumers' premises	12,568 52	16,623 18	14,929 52	15,633 91	1,332 59	61,087 72	1,054,303 25
Repairs, gas mains — transmission	.....	.....	} 4,098 43	12,771 36	.....	} 53,784 15	633,519 84
Repairs, gas mains — distribution	22,704 83	2,788 42		7,047 39	4,373 72		
Repairs, gas services	6,723 38	2,691 45	5,184 97	1,406 70	2,337 04	18,343 54	297,534 97
Repairs, gas meters	26,970 05	16,271 37	16,202 93	4,195 09	5,815 33	69,454 77	1,145,427 68
Repairs, distribution tools	619 33	661 58	1,374 50	2,015 04	288 00	4,958 45	44,657 10
Repairs, gas appliances	153 98	434 97	.....	.....	.....	588 95	359,912 55
Repairs, distribution buildings	65 96	.....	.....	.....	167 53	233 49	11,214 38
Total, transmission and distribution expenses	$101,839 85	$65,252 51	$59,495 44	$78,437 87	$27,397 41	$332,423 08	$6,015,025 73
Street-lamp operating	$9 73	.....	.....	$2,086 29	.....	$2,096 02	$2,096 02
Street-lamp repairs	2,971 36	.....	.....	45 32	.....	3,016 68	14,234 28
Total, municipal street-lighting expenses	$2,981 09	.....	.....	$2,131 61	.....	$5,112 70	$16,330 30
Commercial administration	$95,764 27	$54,136 33	$32,526 55	$26,560 25	$15,006 18	$223,993 58	$3,329,031 20
Promotion, office expense	$11,134 53	$8,556 65	.....	$8,798 45	$1,486 31	$29,975 94	$344,796 58
Advertising	5,601 17	885 01	$2,480 96	696 48	211 20	9,874 82	73,783 78
Canvassing and soliciting	.....	.....	4,913 37	5,015 93	.....	9,929 30	265,598 57
Total, promotion of business	$16,735 70	$9,441 66	$7,394 33	$14,510 86	$1,697 51	$49,780 06	$684,178 93
Salaries and expenses, general officers	$19,544 32	$15,800 00	$13,640 14	$18,409 96	$9,933 13	$77,327 55	$416,373 58
Salaries and expenses, general-office clerks	34,431 60	8,341 90	4,336 46	14,556 51	3,394 89	65,061 45	606,956 17
General-office supplies and expenses	3,337 35	4,147 78	3,188 72	4,104 82	1,760 28	16,538 95	315,377 03
General law expenses	42,622 63	10,230 90	2,780 33	1,630 94	14,122 60	71,387 40	282,421 41

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Items[1]	Consolidated system	Brooklyn Union system	Other Companies: Kings County Lighting	Other Companies: Brooklyn Borough Gas	Other Companies: New York & Richmond Gas	Other Companies: Queens Borough Gas & Electric	Other Companies: Bronx Gas & Electric	Other Companies: Total	All companies combined
Gas billed but not included in revenue[2]	$3,937,203 10	$1,973,479 92	.....	.....	.....	.....	.....	.....	$5,910,683 02
Sales of gas to consumers:									
M cu. ft. (XII)	35,260,540	19,406,067	1,543,138	762,135	646,334	597,790	226,541	3,775,938	58,442,545
Revenue (XXXII)	$28,276,424 95	$15,991,856 37	$1,582,896 16	$927,685 92	$645,135 35	$737,758 11	$338,957 05	$4,232,432 59	$48,500,713 91
Production expenses — gross (XXXIII, C)	$32,140,159 38	$15,691,644 76	$1,151,670 01	$489,135 90	$532,312 72	$361,643 47	$191,113 53	$2,725,875 63	$50,557,679 77
Deduct intercorporate purchases[3]	9,698,737 04	2,968,387 54	.....	.....	.....	.....	.....	.....	12,667,124 58
Deduct joint-facility charges to production	[4] 49,715 47	.....	.....	.....	.....	.....	.....	.....	49,715 47
Net production expenses	$22,391,706 87	$12,723,257 22	$1,151,670 01	$489,135 90	$532,312 72	$361,643 47	$191,113 53	$2,725,875 63	$37,840,839 72
Transmission and distribution expenses (XXXIII, C)	$4,105,597 82	$1,577,004 83	$101,839 85	$65,252 51	$59,495 44	$78,437 87	$27,397 41	$332,423 08	$6,015,025 73
Deduct rent of appliances (XXXII)	2,076,212 27	16,183 28	.....	813 35	.....	1,646 60	.....	2,459 95	2,094,855 50
Deduct gas merchandise and jobbing revenue	722,604 67	363,659 20	14,123 88	35,195 21	26,060 08	41,867 94	7,448 89	124,696 00	1,210,959 87
Net transmission and distribution expenses	$1,306,780 88	$1,197,162 35	$87,715 97	$29,243 95	$33,435 36	$34,923 33	$19,948 52	$205,267 13	$2,709,210 36
Municipal street-lighting expenses (XXXIII, C)	$1,793 63	$9,423 97	$2,981 09	.....	.....	$2,131 61	.....	$5,112 70	$16,330 30
Commercial administration	1,956,366 [illegible]	[illegible]	[illegible]	.....	.....	[illegible]	$15,006 18	223,993 58	3,329,031 20
Promotion of business	470,648 [illegible]	[illegible]	[illegible]	$54,136 33	$32,526 55	[illegible]	[illegible]	49,780 06	[illegible]
General expenses	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

TABLE XXXIV. Summary of gas sales, gas expenses, and fixed charges, after eliminating duplications from intercompany sales, etc., 1920
(B) Relative amounts: Unit costs (cents) per M cu.ft. sold to consumers, and per cent distribution of receipts and expenses

Items	Consolidated system	Brooklyn Union system	Other Companies						All companies combined
			Kings County Lighting	Brooklyn Borough Gas	New York & Richmond Gas	Queens Borough Gas & electric	Bronx Gas & Electric	Total	
AVERAGE PER M SOLD TO CONSUMERS									
Receipts from sales of gas to consumers (average price) [1]	80.19	82.41	102.57	121.72	99.81	123.41	149.62	112.09	82.99
Cost to manufacture per M made (Table XXXIII)	58.92	57.56	64.26	54.92	68.90	52.95	73.20	61.95	58.66
Gas used by company and gas unaccounted for	4.58	8.00	10.37	9.26	13.46	7.55	11.16	10.24	6.09
Production expenses per M sold to consumers	63.50	65.56	74.63	64.18	82.36	60.50	84.36	72.19	64.75
Transmission and distribution — net *	3.71	6.17	5.69	3.84	5.17	5.84	8.81	5.44	4.63
Municipal street-lighting expenses	.01	.05	.19	.....	.....	.36	.....	.14	.03
Commercial administration	5.55	5.92	6.21	7.10	5.03	4.44	6.62	5.93	5.70
Promotion of business	1.33	.85	1.08	1.24	1.15	2.43	.75	1.32	1.17
General expenses — net **	5.54	7.62	9.31	7.60	11.21	15.24	20.18	10.88	6.58
Total of foregoing expenses	79.64	86.17	97.11	83.96	104.92	88.81	120.72	95.90	82.86
General amortization	3.47	1.50	1.96	7.56	1.11	7.87	6.00	4.12	2.86
Total adjusted operating expenses	83.11	87.67	99.07	91.52	106.03	96.68	126.72	100.02	85.72
Taxes	8.62	4.73	6.18	6.07	5.81	6.63	7.83	6.26	7.18
Uncollectible operating revenues	.19	.43	1.01	.21	.30	.04	1.21	.59	.29
Total adjusted revenue deductions	91.92	92.83	106.26	97.80	112.14	103.35	135.76	106.87	93.19
Operating income as adjusted	D 11.73	D 10.42	D 3.69	23.92	D 12.33	20.06	13.86	5.22	D 10.20
Interest, rents, etc.— net	——	4.68	12.05	45.61	13.19	15.40	16.97	19.84	——
Net income or (D) deficit	——	D 15.10	D 15.74	D 21.69	D 25.52	4.66	D 3.11	D 14.62	——
[1] Adjustment on account of receipts impounded and not included in revenue	11.17	10.17	.....	.....	.....	.....	.....	.....	10.11
Gross price	91.36	92.58	102.57	121.72	99.81	123.41	149.62	112.09	93.10
Revenue deductions	91.92	92.83	106.26	97.80	112.14	103.35	135.76	106.87	93.19
Operating income	D .56	D .25	D 3.69	23.92	D 12.33	20.06	13.86	5.22	D .09
Interest, rents, etc	——	4.68	12.05	45.61	13.19	15.40	16.97	19.84	——
Net income	——	D 4.93	D 15.74	D 21.69	D 25.52	4.66	D 3.11	D 14.62	——

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TABLE XXXV. ELECTRICAL OPERATING REVENUES, 1920

ITEMS	Consolidated Gas System: New York Edison	Consolidated Gas System: United Electric L. & P.	Consolidated Gas System: New York & Queens El. L. & P.	Consolidated Gas System: Total	Brooklyn Edison	Richmond Light & Railroad (light & power dept.)	Flatbush Gas (electrical dept.)	Queens Borough Gas & Electric (electrical dept.)	Bronx Gas & Electric (electrical dept.)	Grand total
SALES OF ELECTRIC ENERGY										
Municipal street lighting — incandescent[1]	$1,119,078 70	$130,324 24	$504,771 43	$1,754,174 37	$723,236 33	$165,286 70	$106,515 70	[2] $90,373 45	[3] $111,584 27	$2,951,170 82
Lighting municipal buildings	360,598 47	51,357 82	25,589 95	437,546 24	146,658 03	39,535 46	9,938 88	3,926 80	2,578 40	640,183 81
Municipal heat and power	20,080 41	11,154 11	5,507 07	36,741 59	85,348 86	6,497 15	7,387 15	6,293 90	.....	142,268 65
Miscellaneous revenue—municipal	52,987 80	3,676 32	.....	56,664 12	.....	3,634 33	.....	.....	.....	60,298 45
Commercial flat-rate lighting	.....	.....	3,193 48	3,193 48	39,148 72	615 96	601 42	.....	.....	43,559 58
Commercial flat-rate power	.....	.....	.....	.....	3,412 50	.....	.....	.....	.....	3,412 50
Commercial metered lighting	[4] 29,083,027 39	[5] 3,671,989 49	1,723,744 12	34,478,761 00	6,964,953 85	430,768 38	677,459 00	539,129 28	133,945 77	43,225,017 28
Commercial metered power	[6] 7 325,496 26	540,526 06	1,164,367 72	2,030,390 04	5,070,495 61	400,640 08	70,524 98	62,913 52	19,993 00	7,654,957 23
Railroad corporations	1,089,310 70	733,793 07	49,927 07	1,873,030 84	25,314 07	.....	.....	.....	.....	1,898,344 91
Breakdown service	657,343 11	16,926 45	.....	674,269 56	11,202 80	.....	.....	.....	.....	685,472 36
Miscellaneous sales of current	[8] 464,714 87	637,422 49	.....	1,102,137 36	4,728 81	.....	.....	.....	.....	1,106,866 17
Total, excl. sales to other elect. corp'ns.	[7] $33,172,637 71	$5,797,170 05	$3,477,100 84	$42,446,908 60	$13,074,499 58	$1,046,978 06	$872,427 13	$702,636 95	$268,101 44	$58,411,551 76
Other electrical corporations	573,931 71	232,445 53	(9)	806,377 24	.....	.....	.....	.....	.....	806,377 24
Total from sales of current	[7] $33,746,569 42	[7] $6,029,615 58	$3,477,100 84	$43,253,285 84	$13,074,499 58	$1,046,978 06	$872,427 13	$702,636 95	$268,101 44	$59,217,929 00
MISCELLANEOUS REVENUES										
Rent of electric meters	.....	.....	$314 00	$314 00	.....	.....	.....	.....	$645 13	$959 13
Rent of electric appliances	.....	.....	6,837 28	6,837 28	.....	.....	.....	.....	.....	11,735 65
Merchandise and jobbing revenue	$29,840 64	$54,777 62	17,932 51	102,550 77	$1,475 04	$3,165 83	$257 50	.....	1,258 39	254,582 01
Sale of by-products	.....	.....	.....	.....	98,900 19	11,695 01	14,944 94	$25,232 71	.....	26 00
Joint-rent revenue	1,003 28	363,182 73	.....	364,186 01	.....	.....	.....	26 00	.....	364,186 01
Other miscellaneous revenue	[7] 29,435 75	4,461 00	[10] 27,482 52	61,379 27	.....	8,654 20	.....	.....	516 23	70,549 70
Total, miscellaneous revenues	$60,279 67	[illegible]	[illegible]	[illegible]	$100,375 23	$23,515 04	$15,202 44	$25,258 71	$2,419 75	$702,038 50

TABLE XXXVI. ELECTRICAL EXPENSES AND UNIT COSTS, 1920: (A) Details of operating expenses and other revenue deductions

Items	Consolidated Gas System				Brooklyn Edison	Richmond Light & Railroad (light and power department)	Flatbush Gas (electrical department)	Queens Borough Gas & Electric (electrical department)	Bronx Gas & Electric (electrical department)	Grand total
	New York Edison [1]	United Electric L. & P.	New York & Queens El. L. & P.	Total						
PRODUCTION										
Station superintendence and care	$168,990 91	$46,075 55	$7,399 69	$222,466 15	$68,330 48	$21,648 98	$12,026 00	$5,585 80	$1,950 00	$332,007 41
Boiler labor	705,848 46	151,513 22	12,011 47	869,373 15	327,901 22	45,052 39	19,571 16	7,934 53	23,460 37	2,091,635 14
Engine labor	281,630 29	64,160 84	2,949 85	348,740 98	121,730 03	19,395 99	17,050 54	14,915 76		
Electric labor	142,973 92	51,820 62	3,955 51	198,750 05	61,478 09	4,471 15	8,774 66	3,335 07		
Total power-plant labor	$1,299,443 58	$313,570 23	$26,316 52	$1,639,330 33	$579,439 82	$90,568 51	$57,122 36	$31,771 16	$25,410 37	$2,423,642 55
Water for steam power and gas	$56,430 93	$4,357 20	$390 47	$61,178 60	$47,772 36	$5,939 81	$7,941 06	$534 11	$1,217 58	$124,583 52
Lubricants for power	44,314 19	4,224 31	276 55	48,815 05	7,811 48	3,847 69	414 32	744 63	2,192 84	63,826 01
Production supplies	75,787 15	7,507 19	276 38	83,570 72	30,031 36	2,445 32	2,107 25	1,705 93	3,812 99	275,257 62
Station expense	72,854 32	17,135 39	2,467 99	92,457 70	30,688 80	10,961 13	14,406 95	3,049 47		
Total supplies, etc., excl. fuel	249,386 59	33,224 09	3,411 39	286,022 07	116,304 00	23,213 95	24,869 58	6,034 14	7,223 41	463,667 15
Fuel for steam	7,718,577 80	3,096,225 27	40,906 67	10,855,709 74	4,311,866 80	[2] 421,878 98	154,923 51	129,368 50	39,325 36	15,913,072 89
Total supplies and station expense	$7,967,964 39	$3,129,449 36	$44,318 06	$11,141,731 81	$4,428,170 80	$445,092 93	$179,793 09	$135,402 64	$46,548 77	$16,376,740 04
Repairs, power-plant buildings	$102,937 11	$21,950 28	$2,659 27	$127,546 66	$24,609 58	$8,978 16	$5,763 98	$2,115 17	$316 27	$169,329 82
Repairs, furnaces and boilers	392,352 94	38,627 67	12,706 08	443,686 69	249,122 07	26,835 36	6,160 20	4,882 56	3,902 82	1,328,421 31
Repairs, boiler apparatus	316,735 11	51,364 05	1,197 24	369,296 40	202,705 16	14,924 33	4,445 71	2,460 01		
Repairs, steam accessories	92,558 96	20,033 23	486 96	113,079 15	31,379 35	3,877 90	983 84	571 14	.....	149,891 38
Repairs, reciprocating engines	10,635 34	.....	4 89	10,640 23	.....	679 96	.....	.....	26 40	11,346 59
Repairs, steam turbines	70,486 36	15,994 29	2,797 62	89,278 27	36,138 10	9,855 79	1,115 06	2,600 57	1,319 35	140,307 14
Repairs, other steam eng. equip.	119,372 07	33,496 07	3,403 12	156,271 26	.....	13,756 06	3,290 00	6,235 62	6,795 99	186,348 93
Repairs, electric generators	48,016 93	36,681 24	102 11	84,800 28	835 13	Cr 915 51	863 26	135 81	808 66	86,527 63
Repairs, accessory elec. equip.	40,769 45	26,886 81	283 71	67,939 97	3,783 45	3,673 97	1,419 78	1,165 30	511 93	78,494 40
Repairs, station tools and implts.	8,096 50	3,369 44	266 15	11,732 09	5,933 39	44 71	640 24	430 64	114 70	18,895 77
Repairs, misc. station equipment	13,156 59	4,929 66	79 34	18,165 59	198 13	.....	7 03	41 93	186 64	18,599 32
Total repairs at stations	$1,215,117 36	$253,332 74	$23,986 49	$1,492,436 59	$554,704 36	$81,710 73	$24,689 10	$20,638 75	$13,982 76	$2,188,162 29

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TABLE XXXVI. Electrical expenses and unit costs, 1920: (A) Details of operating expenses and other revenue deductions — Continued

Items	Consolidated Gas System				Brooklyn Edison	Richmond Light & Railroad (light and power department)	Flatbush Gas (electrical department)	Queens Borough Gas & Electric (electrical department)	Bronx Gas & Electric (electrical department)	Grand total
	New York Edison	United Electric L. & P.	New York & Queens El. L. & P.	Total						
Electric Storage										
Storage-battery labor	$39,575 19			$39,575 19	$7,051 79					$46,626 98
Storage-battery supplies	25,190 84			25,190 84	4,524 29					29,715 13
Storage-battery renewals					3,748 58					3,748 58
Repairs of storage-battery accessories	22,730 68			22,730 68	8 00					22,738 68
Total	$87,496 71			$87,496 71	$15,332 66					$102,829 37
Distribution										
Electric distrib. superintendence	$169,196 83	$10,657 50	$120,545 79	$300,400 12	$63,118 04	$5,837 71	$31,180 07	$6,880 72	$1,952 24	$409,368 90
Electric distrib. maps and records	77,939 74	42,920 11	53,964 65	174,824 50	48,957 23	1,431 88	7,807 39		4,750 10	237,861 10
Electric distrib. office expense	36,138 94	1,254 19	6,128 59	43,521 72	818 63	794 72	673 64	227 68	7,326 96	53,363 35
Setting and removing meters and transformers	1,015,656 97	208,264 90	35,302 43	1,259,224 30	203,289 23	6,636 43	23,323 11	8,691 03	3,358 50	1,504,522 60
Joint distribution expense — Dr.			973 20	973 20	3,224 50					4,197 70
Distrib. pole and fixture repairs	55,831 43		34,542 79	90,374 22	46,369 19	7,954 21	6,559 27	7,306 61	3,390 19	161,953 69
Distr. underground cond. repairs			727 62	727 62	35,976 56		1,078 64	7,282 47		45,065 29
Overhead distr. system repairs	33,091 95		63,658 65	96,750 60	79,560 60	24,292 69	7,612 58	1,977 38	2,409 39	212,603 24
Edison tube system repairs	158,427 18			158,427 18	39,166 87	225 43				197,819 48
Other underg. distr. syst. repairs	481,765 73	63,176 97	[1] 66,053 96	610,996 66	84,425 59		22,878 15			718,300 40
Repairs of electric services	202,513 03	19,704 36	35,795 03	258,012 42	46,032 86	1,148 75	3,252 75	1,661 28	733 75	310,841 81
Repairs of transformers	13,713 95	16,358 82	170 34	30,243 11	5,526 61	77 08	578 30	2,530 58	7 87	38,963 55
Electric-meter operation	218,244 12	49,407 98	53,928 61	321,580 71	117,200 01	4,691 57	16,369 12	4,182 19		464,023 60
Electric-meter repairs	25,223 60	10,690 66	1,931 57	37,845 83	14,193 05	1,917 63	1,272 55	1,164 22	1,651 22	58,044 50
Total	$2,487,743 47	$422,435 49	$473,723 23	$3,383,902 19	$787,858 97	$55,008 10	$122,675 57	$41,904 16	$25,580 22	$4,416,929 21
Commercial Utilization										
Commercial arc labor										
Commercial arc supplies										
Commercial arc repairs	$6,679 77			$6,679 77						$6,679 77
Commercial incand. installation										
Commercial incand. renewals	6,225 13		$2,922 38	9,147 51		$11,091 95		$110 45		20,349 91
Inspection of consumers' premises	208,434 37	$9,246 54	1,387 20	219,068 11	$35,044 57		$87 05			
Repairs of consumers' installations	260,297 22	74,166 97	19,301 41	353,765 60	139,019 20		6,447 90	4,143 00	$569 62	758,145 05
Total	$481,636 49	$83,413 51	$23,610 99	$588,660 99	$174,063 77	$11,091 95	$6,534 95	$4,253 45	$569 62	$785,174 73

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MUNICIPAL STREET LIGHTING										
Municipal street arc labor	.....	$9,779 59	.....	$9,779 59	.....	.....	.....	.....	.....	$9,779 59
Municipal street arc supplies	.....	2,754 12	.....	2,754 12	.....	.....	.....	.....	.....	2,754 12
Municipal street incandescent installation	$557 41	18 10	$260 61	836 12	$73,072 55	.....	.....	$7,393 54	$7,688 79	727,129 19
Municipal street incand. renewals	265,411 49	18,722 43	74,783 36	358,917 28	72,063 11	.....	$9,021 33	1,868 53		
Municipal street incand. repairs	[2] 101,093 83	13,480 70	24,652 76	139,227 29	36,700 37	$10,641 73	9,678 55			
Total	$367,062 73	$44,754 94	$99,696 73	$511,514 40	$181,856 03	$10,641 73	$18,699 88	$9,262 07	$7,688 79	$739,662 90
PROMOTION OF BUSINESS										
Promotion — office expense	$473,063 16	$135,530 51	$11,459 63	$620,053 30	$57,512 51	.....	$3,973 54	$9,010 29	$582 03	$691,131 67
Advertising — electric	256,388 09	82,379 09	9,903 93	348,671 11	56,644 25	$49 60	82 31	855 43	82 70	406,385 40
Canvassing and soliciting	321,399 29	32,072 20	42,210 57	395,682 06	204,561 35	6,098 19	.....	5,101 10	.....	611,442 70
Promotion wiring and devices	648 57	142 06	778 50	1,569 13	2,334 64	41 66	.....	.....	.....	3,945 43
Total	$1,051,499 11	$250,123 86	$64,352 63	$1,365,975 60	$321,052 75	$6,189 45	$4,055 85	$14,966 82	$664 73	$1,712,905 20
COMMERCIAL ADMINISTRATION	$1,190,426 03	$138,261 17	$166,065 11	$1,494,752 31	$422,995 25	$19,943 02	$44,478 62	$25,610 18	$5,876 34	$2,013,655 72

[1] Consists of "Miscellaneous supplies and expenses," $33,830.10; "Repairs to tools," $17,017.85; and Other underground distribution system repairs, $15,206.01.
[2] Includes $6,284.87, changing locations.

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TABLE XXXVI. Electrical expenses and unit costs, 1920: (A) Details of operating expenses and other revenue deductions — Concluded

Items	Consolidated Gas System				Brooklyn Edison	Richmond Light & Railroad (light and power department)	Flatbush Gas (electrical department)	Queens Borough Gas & Electric (electrical department)	Bronx Gas & Electric (electrical department)	Grand total
	New York Edison	United Electric L. & P.	New York & Queens El. L. & P.	Total						
General Expenses										
Salaries and expenses of general officers	$155,004 17	$45,157 87	$33,337 95	$233,499 99	$125,663 12	$9,349 32	$117 25	$21,310 69	$7,672 56	$397,612 93
Salaries and expenses of general office clerks	604,627 46	162,306 72	87,122 19	854,056 37	212,000 40	14,091 38	1,496 48	14,526 86	2,622 29	1,096,793 78
General-office supplies and exp.	433,766 27	88,786 92	40,715 90	563,269 09	152,974 47	822 96	.....	4,221 79	1,359 68	722,647 99
General law expenses	181,717 93	28,683 06	14,568 51	224,969 50	55,000 00	988 50	532 97	1,517 23	4,046 16	287,054 36
Miscellaneous general expenses	637,706 17	[1] 111,720 39	44,532 09	793,958 65	237,416 97	3,693 47	11,146 02	14,896 00	.....	1,061,111 11
Repairs of general structures	22,772 70	.....	.....	22,772 70	18,269 31	.....	10 09	.....	234 45	41,286 55
Insurance	367,551 74	70,611 40	59,469 40	497,632 54	41,738 65	16,746 44	25,616 74	8,696 08	4,784 01	595,214 46
Relief department and pensions	176,414 71	10,724 35	10,715 36	197,854 42	75,108 23	9 53	.....	1,162 46	.....	274,134 64
Franchise requirements	[2] 40,431 82	22,700 63	5,194 17	68,326 62	29,793 89	1,200 83	.....	.....	.....	[2] 99,321 34
Accidents and damages	86,562 00	11,187 92	16,366 54	114,116 46	107,217 44	392 77	.....	272 00	.....	221,998 67
Law exp. connected with damages	6,098 01	.....	.....	6,098 01	.....	.....	.....	405 92	.....	6,503 93
General stationery and printing	110,331 26	36,618 59	27,534 88	174,484 73	147,297 93	2,268 38	9,789 94	4,523 38	813 42	339,177 78
Store expenses [3]	100,206 54	57,639 96	62,933 10	220,779 60	.....	[4] 5,433 62	[4] 7,181 53	[4] 4,044 82	.....	237,439 57
Stable (incl. garage) expenses [5]	169,611 79	48,852 95	[6] 129,390 83	347,855 57	.....	[4] 24,185 21	[4] 21,751 79	[4] 16,820 05	[4] 10,013 29	420,625 91
Inventory adjustments—balance	21,037 10	.....	16,294 76	37,331 86	Cr 35,862 06	346 68	3,865 74	87 61	Cr 1,356 89	4,412 94
Total gross general exp.	3,113,839 67	694,990 76	548,175 68	4,357,006 11	1,166,618 35	79,529 09	81,508 55	92,484 89	30,188 97	5,807,335 96
Less credits for —										
Discount on materials and supplies	.....	14,032 30	.....	14,032 30	21,196 61	.....	1,471 96	.....	.....	36,700 87
Expenses transferred	.....	.....	.....	.....	.....	[7] 4,196 57	.....	.....	.....	4,196 57
Joint operating expense	3,914 70	368,833 70	.....	372,748 40	.....	[7] 512 58	.....	.....	.....	373,260 98
Duplicate charges:										
Store and stable expense	269,818 33	.....	131,321 59	401,139 92	.....	.....	.....	.....	.....	401,139 92
Franchise requirements	2,807 17	.....	5,194 17	8,001 34	.....	.....	.....	.....	.....	8,001 34
Energy consumed in substations, shops, garages, etc.	.....	130,904 66	.....	130,904 66	.....	5,086 77	.....	.....	.....	135,991 43
Total credits	*276,540 20*	*513,770 66*	*136,515 76*	*926,826 62*	*21,196 61*	*9,795 92*	*1,471 96*	.....	.....	*959,291 11*
Total, net gen. expenses	$2,837,299 47	$181,220 10	$411,659 92	$3,430,179 49	$1,145,421 74	$69,733 17	$80,036 59	$92,484 89	$30,188 97	$4,848,044 85

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Total operating expenses, exclusive of general amortization.	$20,739,702 63	$3,254,838 56	$2,315,667 71	$26,310,208 90	$8,900,226 66	$638,015 04	$538,086 01	$381,248 85	$169,253 20	$36,937,038 66
General amortization	[8] 1,754,250 88	[8] 217,706 43	156,528 69	2,128,486 00	315,988 44	46,169 80	52,444 74	48,504 36	11,757 05	2,603,350 39
Total operating expenses	$22,493,953 51	$3,472,544 99	$2,472,196 40	$28,438,694 90	$9,216,215 10	$684,184 84	$590,530 75	$429,753 21	$181,010 25	$39,540,389 05
Uncollectible bills	65,346 52	11,566 80	10,467 73	87,381 05	9,763 94	11,675 05	2,209 39	5,262 66	605 81	116,897 90
Tax accruals	2,753,506 31	484,442 01	188,000 59	3,425,948 91	999,203 79	45,327 82	44,009 67	63,310 97	11,085 61	4,588,886 77
Grand total, revenue deductions	$25,312,806 34	$3,968,553 80	$2,670,664 72	$31,952,024 86	$10,225,182 83	$741,187 71	$636,749 81	$498,326 84	$192,701 67	$44,246,173 72

[1] Includes Cr $317.90 for "Defensive Emergency Service."

[2] Consists of Franchise requirements, $2,597.44; cost of current supplied to shafts of the Catskill Aqueduct in Manhattan and the Bronx, $209.73 and 50% of cost of maintenance and operation of Catskill Aqueduct Transmission.

[3] Operating expense account. Other accounts are charged as follows: N. Y. Edison, Fixed capital, $367,039.27; Accounts receivable, $116,624.86; Other rent expense, $99.13; New York & Queens Electric, Fixed capital, $13,871.51; Suspense, $43,198.02; Revenues, $6,729.75.

[4] Undistributed.

[5] Operating expense account. Other accounts are charged as follows: N. Y. Edison, Fixed capital, $394,375.86; Accounts receivable, $18,237.35; Other rent expense, $114.29; New York & Queens Electric, Fixed capital, $27,202.78; Suspense, $5,314.48.

[6] Includes $61,002.34, undistributed.

[7] Computed as follows: Charged to Richmond Light & R. R. (R. R. Dept.) and associated roads, Staten Island Midland & Southfield Beach, $159,335.18, *less* $154,626.03, credit to production. Balance, $4,709.15, apportioned between Richmond Light, $4,196.57, and the other two companies, $512.58 on the basis of power received.

[8] Reported by respondent under Operating expenses as "Renewals and replacements — plant withdrawn from service." See *Depreciation* in abstract of company's returns.

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TABLE XXXVI. Electrical expenses and unit costs, 1920:
§ 1. Generating cost per 10 kw.

Items	Consolidated					
	New York Edison		United Electric L. & P.		New York & Queens Electric L. & P.	
Kw. hours generated { Gross	879,476,321		416,719,200		3,178,030	
Kw. hours generated { Net	871,704,663		406,622,147		3,169,490	
	Net	*Gross*	*Net*	*Gross*	*Net*	*Gross*
Power-plant labor	1.49	1.48	0.77	0.75	8.30	8.28
Fuel	8.84	8.76	7.62	7.43	12.91	12.87
Other station supplies and expenses	0.29	0.28	0.08	0.08	1.07	1.07
Repairs at stations	1.39	1.38	0.62	0.61	7.57	7.55
Total generating cost	12.01	11.90	9.09	8.87	29.85	29.77
§ 2. Unit cost per 10 kw.						
Kw. hours sold	[1] 729,838,653		176,387,079		[2] 62,611,476	
Operating revenue	46.31		36.58		56.37	
Revenue Deductions						
Production expense:	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*
Cost of energy generated (per 10 kw. hrs. output)	12.01	11.90	9.09	8.87	29.85	29.77
Cost of energy purchased (per 10 kw. hrs. purchased)	11.07	11.07	12.66	12.66	10.60	10.60
Average cost of total energy available	11.93	11.83	9.47	9.03	11.33	11.33
Average cost, per 10 kw. hrs. sold, of energy used by companies or unaccounted for [7]	3.40	3.50	1.59	2.03	3.67	3.67
Total per 10 kw. hrs. sold [8]	15.33	15.33	11.06	11.06	15.00	15.00
Transmission expense	1.44		1.04		2.19	
Storage expense	0.12		.....		.....	
Distribution expense	3.41		2.40		7.57	
Commercial utilization expense	0.66		0.47		0.38	
Municipal street-lighting expense	0.50		0.25		1.59	
Promotion of business expense	1.44		1.42		1.03	
Commercial administration expense	1.63		0.78		2.65	
General expense	3.89		1.03		6.57	
Total operating expenses, exl. amortization	28.42		18.45		36.98	
General amortization	2.40		1.23		2.50	
Total operating expenses, incl. amortization	30.82		19.68		39.48	
Tax accruals	3.77		2.75		3.00	
Uncollectible bills	0.09		0.07		0.17	
Grand total revenue deductions	34.68		22.50		42.65	

NOTE.— Figures for energy generated and cost ratios based thereon are here presented on both *gross* and *net* bases, the former representing total energy generated, measured at generating station, and the latter representing the net energy available after deducting energy used at generating stations.

[1] Excludes 82,267 kw. hrs. supplied to city to meet franchise requirements; 29,444,042 kw. hrs. made for the United Electric at cost, revenue for which, $339,954.92, is credited to expense (see note 4, Division A), and 4,896,200 kw. hrs. sales to Knickerbocker Ice Co. for which production expenses are borne by the United.

[2] Excludes 73,020 kw. hrs. supplied to meet franchise requirements.

[3] Excludes 8,627,132 kw. hrs. supplied to railroad department and associated railroad companies, and 103,199 kw. hrs. supplied to city to meet franchise requirements.

[4] Excludes 630,800 kw. hrs. sold by the United Electric to Bronx Gas & Electric.

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(B) Unit costs and operating ratios
hours generated (cents)

Gas System															
System (or consolidated) net total, excluding duplications from inter-company sales			Brooklyn Edison		Richmond Light & R. R. (Light and power dept.)		Flatbush Gas (Electrical department)		Queens Borough G. & E. (Electrical department)		Bronx Gas & Electric (Electrical department)		All companies	
Basic amounts	Unit costs														
1,299,373,551		——	398,160,000		37,154,460		14,419,500		9,365,050		3,824,170		1,762,296,731	
1,281,496,300		——	382,963,027		34,445,372		12,856,285		9,058,105		3,003,895		1,723,822,984	
	Net	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*
$1,639,330 33	1.28	1.26	1.51	1.46	2.63	2.44	4.44	3.96	3.51	3.39	8.46	6.64	1.41	1.38
10,839,036 94	8.46	8.34	11.26	10.83	12.25	11.36	12.05	10.74	14.28	13.81	13.09	10.28	9.22	9.02
286,022 07	0.22	0.22	0.30	0.29	0.67	0.62	1.94	1.73	0.66	0.65	2.40	1.89	0.27	0.26
1,492,436 59	1.17	1.15	1.45	1.39	2.37	2.20	1.92	1.71	2.28	2.20	4.66	3.66	1.27	1.24
$14,256,825 93	11.13	10.97	14.52	13.97	17.92	16.62	20.35	18.14	20.73	20.05	28.61	22.47	12.17	11.90
hours sold (cents)														
968,837,208	——		298,807,110		[3] 18,726,648		10,488,949		6,534,497		2,939,262		[4] 1,305,704,431	
[5]$43,788,553 17	40.20		44.09		57.16		84.63		111.39		92.04		45.88	
	Net	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*	*Net*	*Gross*
$14,256,825 93	11.13	10.97	14.52	13.97	17.92	16.62	20.35	18.14	20.73	20.05	28.61	22.47	12.17	11.90
30,772 67	36.91	36.91	.....	.....	.....	.....	.....	.....	.....	.....	20.18	20.18	36.91	36.91
14,077,363 20	10.98	10.83	14.52	13.97	[6]13.43	[6]12.45	20.35	18.14	20.73	20.05	27.15	22.15	11.97	11.71
——	3.55	3.70	4.10	4.65	11.28	12.26	4.59	6.80	8.01	8.69	6.42	11.42	3.85	4.11
$14,077,363 20	14.53	14.53	18.62	18.62	24.71	24.71	24.94	24.94	28.74	28.74	33.57	33.57	15.82	15.82
$1,370,364 01	1.41		0.97		0.14		.....		0.76		0.01		1.28	
87,496 71	0.09		0.05		.....		.....		.....		.....		0.08	
3,383,902 19	3 49		2.64		2.94		11.70		6.41		8.70		3.38	
588,660 99	0.61		0.56		0.59		0.62		0.65		0.19		0.60	
511,514 40	0.53		0.61		0.57		1.78		1.42		2.61		0.57	
1,365,975 60	1.41		1.07		0 33		0.39		2.29		0.23		1.31	
1,494,752 31	1.54		1.42		1.07		4.24		3.92		2.00		1.54	
3,430,179 49	3.54		3.83		3.72		7.63		14.15		10.27		3.71	
$26,310,208 90	27.15		29.79		34.07		51.30		58.34		57.58		28.29	
2,128,486 00	2.20		1.06		2.47		5.00		7.42		4.00		1.99	
$28,438,694 90	29.35		30.85		36.54		56.30		65.76		61.58		30.28	
3,425,948 91	3.54		3.34		2.42		4.20		9.69		3.77		3.52	
87,381 05	0.09		0.03		0.62		0.21		0.81		0.21		0.09	
$31,952,024 86	32.98		34.22		39.58		60.71		76.26		65.56		33.89	

[5] Consists of $42,997,699.99 sales of current to consumers ($42,446,908.60 to consumers, $65,564.99 to Knickerbocker Ice Co., $331,929.75 of N. Y. Edison to United, $153,296.65 of United to N-Y. Edison); $240,487.25 sales, N. Y. Edison to Yonkers; $1,514.71, N. Y. Edison to United; $12,726.49, United to Bronx; $857.40, United to N. Y. Edison; and $535,267.33, miscellaneous revenue. Of $664,725.64 billed by the United to the Westchester Lighting Co. for 56,302,426 kw. hrs., $56,292.15 is here included in Miscellaneous revenue.

[6] These ratios are based respectively on gross and net current generated less current transferred to company's railroad department and associated roads, and on the production expense, after allowing for credits for transferred current. See note 5, on first double page of this table.

[7] Difference between line preceding and line following.

[8] Energy purchased is included in computing the ratios of the hree Consolidated system companies.

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TABLE XXXVI. Electrical exp[illegible]
§ 2. Un[illegible]

Items	New York Edison	Un[illegible] El[illegible] L[illegible]
Income Items		
Operating income applicable to corporate and leased properties	11.64	
Rent deductions	2.70	
Operating income applicable to corporate properties	8.94	
Income from outside operations	.....	.....
Non-operating income	2.65	
Gross corporate income	11.59	
Interest, etc	3.05	
Net corporate income [3]	8.54	
Electrical operating revenues	$33,806,849 09	[illegible]
Per cent disposition:		
Operating expenses, excl. of amortisation (the operating ratio)	61.35	
Amortisation	5.19	
Uncollectible bills	0.19	
Tax accruals	8.15	
Rent deductions	5.83	
Interest deductions, etc., less non-operating income	0.85	
Net corporate income [7]	18.44	
Total	100.00	
Operating expenses, excl. amortisation	$20,739,702 63	$3 [illegible]
Per cent distribution:		
Production expense	53.94	
Transmission expense	5.06	
Storage expense	0.42	
Distribution expense	12.00	
Commercial utilisation expense	2.32	
Municipal street-lighting expense	1.77	
Promotion of business expense	5.07	
Commercial administration expense	5.74	
General expense	13.68	
Total	100.00	100.00

[1] Less than .005.
[2] Includes net income from railroad department of Richmond Light & R. R. and from gas department of the three gas-electrical companies.
[3] See note 5 on preceding double page.
[4] For the light and power department only. Railroad department's share of expenses is eliminated by credits to Production and General expenses.
[5] The proportion of Income deductions has non-operating income assignable to the light and power department is one-half of total, as that is approximately its share of the fixed capital.

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1920: (B) Unit costs and operating ratios — Concluded

hours sold (cents)

Gas System: System (or consolidated) net total, excluding duplications from inter-company sales — Basic amounts	Unit costs	Brooklyn Edison	Richmond Light & R. R. (Light and power department)	Flatbush Gas (Electrical department)	Queens Borough G. & E. (Electrical department)	Bronx Gas & Electric (Electrical department)	All companies
$11,836,528 31	12.22	9.87	17.58	23.92	35.13	26.48	12.00
2,735,803 96	2.82	.....	(1)	.....	0.04	0.33	2.09
$9,100,724 35	9.40	9.87	17.58	23.92	35.09	26.15	9.91
.....	.....	.....	D 3.95	D 26.57	18.32	10.69	D 0.15
1,989,976 04	2.05	0.44	1.57	0.29	0.57	0.31	1.65
$11,090,700 39	11.45	10.31	15.20	D 2.36	53.98	37.15	11.41
3,731,222 69	3.85	4.75	8.47	23.77	28.67	26.48	4.46
$7,359,477 70	7.60	5.56	6.73	D 26.13	25.31	10.67	6.95
ratios (per cent)							
[3] $43,788,553 17	——	$13,174,874 81	$1,070,493 10	$887,629 57	$727,895 65	$270,521 19	$59,919,967 49
$26,310,208 90	60.08	67.56	[4] 59.60	60.62	52.38	62.57	61.64
2,128,486 00	4.86	2.40	4.31	5.91	6.66	4.35	4.34
87,381 05	0.20	0.07	1.09	0.25	0.72	0.23	0.20
3,425,948 91	7.82	7.58	4.23	4.96	8.70	4.10	7.66
2,735,803 96	6.25	.....	(1)	.....	0.04	0.36	4.57
1,741,246 65	3.98	9.77	[5] 6.04	[6] 13.87	[6] 12.61	[6] 14.21	5.58
7,359,477 70	16.81	12.62	24.73	14.39	18.39	14.19	16.01
$43,788,553 17	100.00	100.00	100.00	100.00	100.00	100.00	100.00
$26,310,208 90	——	$8,900,226 66	[8] $638,015 04	$538,086 01	$381,248 85	$169,253 20	$36,937,038 66
$14,077,363 20	53.51	62.50	[4] 72.53	48.62	49.26	58.30	55.91
1,370,364 01	5.21	3.25	0.42	.....	1.30	0.01	4.51
87,496 71	0.33	0.17	.....	.....	.....	.....	0.28
3,383,902 19	12.86	8.85	8.62	22.80	10.99	15.11	11.96
588,660 99	2.24	1.96	1.74	1.21	1.11	0.34	2.13
511,514 40	1.94	2.04	1.67	3.48	2.43	4.54	2.00
1,365,975 60	5.19	3.61	0.97	0.75	3.93	0.39	4.64
1,494,752 31	5.68	4.75	3.12	8.27	6.72	3.47	5.45
3,430,179 49	13.04	12.87	10.93	14.87	24.26	17.84	13.12
$26,310,208 90	100.00	100.00	100.00	100.00	100.00	100.00	100.00

[6] No division of the Income deduction and non-operating income between gas and electrical departments is required in the returns. The portion assigned to electrical operations is one-half for each of the gas-electrical companies.

[7] Excludes all income save that from electrical department.

[8] After allowing credit for current transferred to railway department and associated roads, as described in note 5, on first double page of Div. A of this table.

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TABLE XXXVII. INCOME (AND

COMPANY	Operating revenue (gross)	Operating expenses (gross)	Uncollectible revenue	Tax accruals
GAS COMPANIES				
Consolidated system				
Consolidated Gas	$18,612,616 76	$20,999,554 98	$33,976 49	[1] $1,205,528 [illegible]
Astoria L., H. & P.	9,426,912 72	7,173,196 74	.....	482,085 [illegible]
New Amsterdam Gas	4,735,932 21	3,979,956 09	13,542 54	[1] 474,167 [illegible]
Central Union Gas	3,056,920 75	[4] 2,795,956 93	2,430 26	[1] 238,720 [illegible]
Standard Gas Light	2,461,804 82	2,465,766 82	3,891 63	271,477 [illegible]
N. Y. Mutual Gas Light	2,137,964 52	2,356,056 22	9,647 88	260,502 [illegible]
Northern Union Gas	2,002,295 64	1,987,577 10	1,562 81	[1] 82,531 [illegible]
N. Y. & Queens Gas	454,466 97	484,090 80	1,274 29	24,010 [illegible]
Total	[14] *42,888,914 39*	*42,242,155 68*	*66,325 90*	[7] *3,039,* [illegible]
Brooklyn Union system [5]				
Brooklyn Union Gas	15,894,532 41	16,692,283 88	76,104 08	744,511 [illegible]
Newtown Gas	1,404,270 43	1,318,519 07	2,035 26	69,065 [illegible]
Woodhaven Gas Light	483,675 05	502,336 61	811 03	19,064 [illegible]
Jamaica Gas Light	418,483 60	417,235 62	506 98	20,919 [illegible]
Richmond Hill & Q. C. Gas	213,139 09	222,423 64	323 27	11,342 [illegible]
Total	[14] *18,414,100 58*	*19,152,798 82*	*79,780 62*	*864,* [illegible]
Other gas companies				
Kings County Lighting	1,597,020 04	[3] 1,542,977 43	15,604 57	96,394 [illegible]
Brooklyn Borough Gas	963,694 48	733,512 78	1,618 19	46,248 [illegible]
N. Y. & Richmond Gas	671,195 43	711,333 95	1,960 91	37,603 [illegible]
Total, gas companies	$64,534,924 92	$64,382,778 66	$165,290 19	$4,063,802 [illegible]
GAS-ELECTRICAL COMPANIES				
Flatbush Gas [6]	*$1,892,790 76*	*$1,817,228 90*	*$6,158 82*	*$96,727* [illegible]
Gas [14]	1,005,161 19	1,226,697 45	3,949 43	52,[illegible]
Electrical	887,629 57	590,530 75	2,209 39	44,009 [illegible]
Queens Borough G. & E.	*1,509,673 91*	*1,051,714 10*	*5,465 94*	*102,958* [illegible]
Gas	781,778 25	621,960 89	203 28	39,647 [illegible]
Electrical	727,895 66	429,753 21	5,262 66	63,310 [illegible]
Bronx Gas & Electric	*616,927 13*	*475,527 04*	*3,342 74*	*28,875* [illegible]
Gas	346,405 94	294,516 79	2,736 93	17,739 [illegible]
Electrical	270,521 19	181,010 25	605 81	11,085 [illegible]
Total	$4,019,391 80	$3,344,469 34	$14,967 50	$228,571 [illegible]
OPERATING ELECTRICAL COMPANIES				
New York Edison	$33,806,849 09	$22,493,953 51	$65,346 52	[10] $2,753,508 [illegible]
United Electric L. & P.	6,452,036 93	3,472,544 99	11,566 80	484,442 [illegible]
N. Y. & Queens Elect. L. & P.	3,529,667 15	2,472,196 40	10,467 73	188,000 [illegible]
Total Consolidated system	*43,788,553 17*	*28,438,694 90*	*87,381 05*	*3,425,9*[illegible]
Brooklyn Edison	13,174,874 81	9,216,215 10	9,763 94	[11] 999,203 [illegible]
Richmond Light & R. R.	1,070,493 10	684,184 84	11,675 05	45,327 [illegible]
Total	$58,033,921 08	$38,339,094 84	$108,820 04	$4,470,480 [illegible]
Total, operating companies	$126,588,237 80	$106,066,342 84	$289,077 73	$8,782,554 [illegible]
Gas	*66,668,270 30*	*66,525,953 79*	*172,179 83*	*4,195,* [illegible]
Electrical	*59,919,967 50*	*39,540,389 05*	*116,897 90*	*4,586,* [illegible]

NOTE.— For details, see abstracts of companies' returns. D=deficit. Totals are arithmetical only and involve duplications of intercompany transactions.

[1] Included in taxes are charges to income during the year for "mains, pipes and connections," and to income deductions for the maximum interest penalty of 7 per cent thereon as follows: Consolidated taxes, $163,012.00, and interest, $23,974.69; New Amsterdam, taxes, $224,103.76, and interest, $33,452.54; Central Union, taxes, $33,598.80, and interest, $9,701.18; Northern Union, taxes, $28,792.00, and interest, $9,754.85. This tax is for the most part an alternative tax on tangible property in streets and public places, being cancelled or reduced if the special franchise tax is paid in full. Since both this and the special franchise taxes are charged hereto, revenue deductions are overstated and profits understated.

[2] Interest, $2,384,037.29 and dividends, $5,462,144, *less* deductions, $94,940.19.

[3] Includes the elements of operating expenses and taxes as well as return upon property.

[4] See footnote 5. Also note 7, Table XXXIII, C § 3.

[5] Composed of the following amounts for use of distributing system: $187,548.47 to Consolidated; $152,965.15 to East River Gas and $4,502.49 to Standard; *less* $141,871.24 charged to Consolidated, East River Gas and Standard; $3,304.26, miscellaneous rents and $136,104.36 rent paid to New Amsterdam for use of plant, which amount was transferred from operating expenses where company reports it as Rent deductions where all similar items are included by other companies. The element representing return upon investment of New Amsterdam plant was erroneously included in operating

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SURPLUS) STATEMENTS, 1920

Operating income (excess of or (D) deficiency in revenue)	Operating rent charges	Net operating income or (D) loss	Other income	Gross corporate income	Deductions from Gross Income: Interest accrued on funded debt	Deductions from Gross Income: Other interest deductions
D $3,626,753 61	$373,236 95	D $3,999,990 56	[2] $7,751,241 10	$3,751,250 54	$1,821,508 99	[1] $460,062 68
1,771,620 92	[3] 523,152 50	1,248,468 42	370,195 78	1,618,664 20	275,000 00	7,386 46
268,265 95	35,242 11	233,023 84	94,250 40	327,274 24	956,750 00	[1] 667,085 99
19,813 07	[5] 342,553 49	D 322,740 42	252,910 28	D 69,830 14	178,090 12	[1] 74,600 58
D 279,331 08	[6] 68,083 05	D 347,414 13	14,855 00	D 332,559 13	59,750 00	28,715 37
D 488,331 75	3,300 00	D 491,631 75	80,363 05	D 411,268 70	.....	42,134 01
D 69,375 34	[6] 424,953 48	D 494,328 82	5,413 52	D 488,915 30	62,500 00	[1] 30,703 76
D 54,908 69	2,606 00	D 57,514 69	1,181 22	D 56,333 47	40,800 00	44,125 91
D 2,459,000 53	*1,775,127 58*	*D 4,232,128 11*	*8,570,410 35*	*4,338,282 24*	*3,394,399 11*	*1,354,314 76*
D 1,618,367 27	65,500 00	D 1,683,867 27	380,785 40	D 1,303,081 87	890,000 00	184,504 39
14,630 49	.....	14,630 49	8,476 46	23,106 95	.....	62,371 54
D 38,536 68	2,450 00	D 40,986 68	1,366 62	D 39,620 06	.....	12,637 28
D 20,177 70	270 00	D 20,447 70	1,507 04	D 18,940 66	.....	22,626 02
D 20,850 50	1,700 00	D 22,550 50	3,707 17	D 18,843 33	.....	2,345 44
D 1,683,301 66	*69,920 00*	*D 1,753,221 66*	*395,848 69*	*D 1,357,378 97*	*890,000 00*	*284,484 67*
D 56,956 49	(9)	D 56,956 49	21,551 44	D 35,405 05	158,900 00	42,664 15
182,314 94	.....	182,314 94	477 41	182,792 35	50,000 00	6,281 25
D 79,703 09	.....	D 79,703 09	1,342 52	D 78,360 57	75,000 00	10,554 12
D $4,096,646 83	$1,843,047 58	D $5,939,694 41	$8,989,624 41	$3,049,930 00	$4,568,299 11	$1,698,798 95
D 227,383 62	*410 00*	*D 227,793 62*	*3,034 57*	*D 224,759 05*	.....	*249,344 44*
D 278,263 38	410 00	D 278,673 38	—	—	—	—
250,879 76	.....	250,879 76	—	—	—	—
549,534 95	*550 00*	*548,984 95*	*3,761 37*	*552,746 32*	*101,876 42*	*84,840 28*
119,966 13	275 00	119,691 13	—	—	—	—
229,568 82	275 00	229,293 82	—	—	—	—
109,232 06	*968 19*	*108,263 87*	*912 01*	*109,175 88*	*55,500 00*	*9,706 69*
31,412 54	.....	31,412 54	—	—	—	—
77,819 52	968 19	76,851 33	—	—	—	—
$431,383 39	$1,928 19	$429,455 20	$7,707 95	$437,163 15	$157,376 42	$343,891 41
$8,494,042 75	$1,972,492 74	$6,521,550 01	$1,935,961 20	$8,457,511 21	$1,696,608 62	$449,881 42
2,483,483 13	616,843 20	1,866,639 93	47,991 42	1,914,631 35	240,900 00	827,523 92
859,002 43	146,468 02	712,534 41	6,023 42	718,557 83	129,814 17	299,973 28
11,836,528 31	*2,735,803 96*	*9,100,724 35*	*1,989,976 04*	*11,090,700 39*	*2,067,322 79*	*1,577,378 62*
2,949,691 98	.....	2,949,691 98	133,257 53	3,082,949 51	1,182,264 98	146,000 61
329,305 39	37	329,305 02	[11] D 44,620 51	284,684 51	91,855 00	66,594 33
$15,115,525 68	$2,735,804 33	$12,379,721 35	$2,078,613 06	$14,458,334 41	$3,341,442 77	$1,789,973 56
$11,450,262 24	$4,580,780 10	$6,869,482 14	$11,075,945 42	$17,945,427 56	$8,067,118 30	$3,832,663 92
D 4,223,531 54	*1,843,732 58*	*D 6,067,264 12*	N. S.	N. S.	N. S.	N. S.
15,673,793 78	*2,737,047 52*	*12,936,746 26*	N. S.	N. S.	N. S.	N. S.

expenses, while the rental here reported includes elements properly chargeable to operating expenses and taxes.

[5] Composed of $141,871.24 for use of distributing system charged by Central Union, and $283,082.24 for plant capacity of Central Union, the element thereof representing expenses and taxes being properly chargeable to operating expenses.

[7] The above companies have not complied in all respects with the provisions of the Uniform System of Accounts requiring a separation between Taxes assignable to operations and Taxes assignable to non-operating revenues; particularly in the case of taxes on revenue and income. The result is an understatement of income from gas operations.

[8] The Flatbush Gas, belonging to the Brooklyn Union system, is here grouped with the gas-electrical companies.

[9] The Kings County Lighting has erroneously charged $3,752 to operating expenses, which amount should have been charged to rent deductions.

[10] Includes federal tax on bondholders' income reported as normal tax, $9,000, which amount should have been charged to Other compulsory deductions from income.

[11] Includes deficit from railroad department, $73,977.28.

[14] For amounts collected from consumers in excess of the statutory rate, but excluded from revenue, see general note and *, table XXXII.

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TABLE XXXVII. Income (and surplus

COMPANY	Operating revenue (gross)	Operating expenses (gross)	Uncollectible revenue	Tax accruals
CONDUIT COMPANIES				
Consolidated Tel. & El. Subway	$2,210,969 17	$396,676 76	.....	$349,663 1[illegible]
Empire City Subway	1,944,358 25	482,155 81	.....	374,089 [illegible]
Total	$4,155,327 42	$878,832 57	.....	$723,663 1[illegible]
NON-OPERATING COMPANIES (ELECTRICAL)				
Amsterdam Elect. L., H. & P.	.....	.....	.....	(1[illegible]
Brush Electric Illg.	.....	.....	.....	(1[illegible]
Total	.....	.....	.....	.....
Grand total	$130,743,565 22	$106,945,175 41	$289,077 73	$9,506,22[illegible]

[12] In computing "other income," taxes paid are included in Deductions from revenue from other operations.

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atements, 1920 — Continued

Operating income (excess of or D) deficiency in revenue)	Operating rent charges	Net operating income or (D) loss	Other income	Gross corporate income	Deductions from Gross Income	
					Interest accrued on funded debt	Other interest deductions
$1,464,629 29	.....	$1,464,629 29	$5,179 55	$1,469,808 84	$176,100 00	$1,248,626 75
1,088,202 44	$6,149 98	1,082 052 46	10,741 84	1,092,794 30	586,320 00	.....
$2,552,831 73	$6,149 98	$2,546,681 75	$15,921 39	$2,562,603 14	$762,420 00	$1,248,626 75
.....	.....	.....	[12] D $910 84	D $910 84	$15,000 00	$4,893 07
.....	.....	.....	42,273 71	42,273 71	16,500 00	2,229 92
.....	.....	.....	$41,362 87	$41,362 87	$31,500 00	$7,122 99
$14,093,093 97	$4,586,930 08	$9,416,163 89	$11,133,229 68	$20,549,393 57	$8,861,038 30	$5,088,413 66

[12] For taxes paid, part of which presumably applies to property held by lessee, see abstracts of returns of this company.

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TABLE XXXVII. Income (and surplus)

Company	Deductions from Gross Income — *Concluded*			
	Amortization of debt discount and expense	Rent for lease of other plant	Other compulsory deductions from income	Total deductions
Gas Companies				
Consolidated system				
Consolidated Gas	$102,511 86	.....	.....	$2,384,083 53
Astoria L., H. & P.	.....	.....	.....	282,356 46
New Amsterdam Gas	654 00	.....	$6,875 25	1,631,365 24
Central Union Gas	194 94	.....	2,551 50	255,457 14
Standard Gas Light	645 03	.....	.....	89,119 4[illegible]
N. Y. Mutual Gas Light	.....	.....	.....	42,134 01
Northern Union Gas	.....	.....	922 00	94,125 76
N. Y. & Queens Gas	.....	.....	442 00	85,367 91
Total	*104,005 83*	.....	*10,790 75*	*4,864,010 [illegible]*
Brooklyn Union system				
Brooklyn Union Gas	.....	$350 00	.....	1,074,854 39
Newtown Gas	.....	.....	.....	62,371 54
Woodhaven Gas Light	.....	.....	.....	12,637 28
Jamaica Gas Light	.....	.....	.....	22,626 02
Richmond Hill & Q. C. Gas	.....	.....	.....	2,345 44
Total	.....	*350 00*	.....	*1,174,834 67*
Other gas companies				
Kings County Lighting	781 55	.....	5,082 61	207,423 31
Brooklyn Borough Gas	2,057 16	.....	[5] 289,737 90	348,076 31
N. Y. & Richmond Gas	323 28	.....	707 00	86,564 40
Total, gas companies	$107,167 82	$350 00	$306,318 26	$6,680,934 14
Gas-Electrical Companies				
Flatbush Gas [3]	.....	.....	.....	$249,344 44
Queens Borough G. & E.	.....	.....	$671 50	187,388 20
Bronx Gas & Electric	$11,711 97	.....	900 00	77,818 66
Total	$11,711 97	.....	$1,571 50	$514,551 30
Operating Electrical Companies				
New York Edison	[7] $5,572 20	$47,656 00	[8] $23,493 65	$2,223,211 89
United Electric L. & P.	6,335 65	.....	.....	1,074,750 57
N. Y. & Queens Elect. L. & P.	2,227 78	.....	1,236 00	433,251 23
Total, Consolidated system	*14,135 63*	.....	*24,729 65*	*3,731,222 69*
Brooklyn Edison	92,067 51	.....	(9)	1,420,333 10
Richmond Light & R. R.	.....	.....	146 67	158,596 06
Total	$106,203 14	$47,656 00	$24,876 32	$5,310,151 79
Total, operating light and power companies	$225,082 93	$48,006 00	$332,766 08	$12,505,637 23
Conduit Companies				
Consolidated Tel. & El. Subway	.....	.....	.....	$1,424,726 75
Empire City Subway	.....	.....	.....	586,320 00
Total	.....	.....	.....	*2,011,046 75*
Non-Operating Companies				
Amsterdam Elect. L., H. & P.	.....	.....	.....	19,893 07
Brush Electric Illg.	.....	.....	.....	18,729 92
Total	.....	.....	.....	*38,622 99*
Grand total	$225,082 93	$48,006 00	$332,766 08	$14,555,306 [illegible]

[1] Includes donations to various charities and appropriations to employees.
[2] See note 8 on preceding double page.
[3] Overstated by $351,519.63, representing the difference between the statutory rate of gas of 80 cents per M cu. ft. and the rates of 95 cents and $1.50 charged by the company. This amount should have been deducted from income and set up as a reserve.
[4] Contingency reserve.

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statements, 1920 — Concluded

Net corporate income	Corporate Surplus or Deficit Account					
	Balance at beginning of year	Dividends	Other appropriations[1]	Net of other surplus debits and credits	Balance at end of 1920
$1,367,167 01	$15,884,152 38	$7,000,000 00	$96,500 00	Cr $96,897 91	$10,251,717 30
1,336,277 74	5,436,463 90	600,000 00	.....	Cr 74,734 68	6,247,476 32
D 1,304,091 00	D 5,186,381 44	.....	.....	Dr 34,237 71	D 6,524,710 15
D 325,267 28	4,872,630 82	.....	.....	Dr 68,513 11	4,478,850 43
D 421,669 53	411,017 48	.....	.....	Dr 12,982 70	D 23,634 75
D 453,402 71	512,500 93	272,776 00	.....	Cr 280,932 56	67,254 78
D 583,041 06	592,560 08	.....	.....	Dr 8,046 73	1,472 29
D 141,701 38	36,474 52	.....	.....	Dr 352 85	D 105,579 71
D 525,728 21	*22,559,418 67*	*7,872,776 00*	*96,500 00*	*Cr 328,432 05*	*14,392,846 51*
D 2,377,936 26	3,453,147 93	.....	.....	Cr 262,945 50	1,338,157 17
D 39,264 59	607,786 81	.....	.....	Dr 200 84	568,321 38
D 52,257 34	202,761 28	.....	.....	Dr 174 08	150,329 86
D 41,566 68	160,668 75	.....	.....	Cr 95 92	119,197 99
D 21,188 77	100,622 94	.....	.....	Dr 439 63	78,994 54
D 2,532,213 64	*4,524,987 71*	.....	.....	*Cr 262,286 87*	*2,255,000 94*
[2] D 242,833 36	587,285 21	.....	[4] 30,973 99	Dr 16,760 40	296,717 46
D 165,283 96	D 378,089 37	.....	[6] 38,106 76	Cr 693,053 23	111,573 14
D 164,944 97	278,473 41	.....	.....	Dr 9,517 91	104,010 53
D $3,631,004 14	$27,572,075 63	$7,872,776 00	$165,580 75	Cr $1,257,433 84	$17,160,148 58
D $274,103 49	D $754,488 06	.....	$483 87	Dr $6,445 87	D $1,035,521 29
165,358 12	130,849 20	$140,000 00	489 55	Dr 7,232 72	148,485 05
31,357 22	60,775 30	.....	.....	Cr 92 35	92,224 87
D $77,388 15	D $562,863 56	$140,000 00	$973 42	Dr $13,586 24	D $794,811 37
$6,234,299 32	$39,537,312 74	$4,677,428 00	.....	Dr $618,654 21	$40,475,529 85
839,871 78	3,246,260 96	.....	.....	Dr 21,419 09	4,064,713 65
285,306 60	1,887,726 00	50,000 00	.....	Cr 8,286 72	2,131,319 32
7,359,477 70	*44,671,299 70*	*4,727,428 00*	.....	*Dr 631,786 58*	*46,671,562 82*
1,662,616 41	3,629,881 00	1,387,366 00	$120,702 79	Dr 241,672 57	3,542,756 05
126,088 51	D 82,239 18	.....	.....	Dr 17,255 76	26,593 57
$9,148,182 62	$48,218 941 52	$6,114,794 00	$120,702 79	Dr $890,714 91	$50,240,912 44
$5,439,790 33	$75,228,153 59	$14,127,570 00	$287,256 96	Cr $353,132 69	$66,606,249 65
$45,082 09	$756,830 70	.....	.....	.....	$801,912 79
506,474 30	D 1,495 81	$436,320 00	$1,203 80	Dr $1,396 92	66,057 77
551,556 39	*755,334 89*	*436,320 00*	*1,203 80*	*Dr 1,396 92*	*867,970 56*
D 20,803 91	D 1,178,868 32	.....	.....	.....	D 1,199,672 23
23,543 79	D 171,080 06	.....	.....	.....	D 147,536 27
2,739 88	*D 1,349,948 38*	.....	.....	.....	*D 1,347,208 50*
$5,994,086 60	$74,633,540 10	$14,563,890 00	$288,460 76	Cr $351,735 77	$66,127,011 71

[5] Includes $289,430.90, representing the difference between the statutory rate of gas of 80 cents per M cu. ft. of gas sold and the rate of $1.10, $1.15 and $1.40 charged by the company and carried in reserve.

[6] Amortization of franchise.

[7] Includes Cr. $5,661, "Amortization of premium on debt."

[8] See note 10 on preceding double page.

[9] See note 11 on preceding double page.

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TABLE XXXVIII. BALANCE SHEETS, BY COMPANY GROUPS,

Item	Consolidated	
	Gas companies	Electrical companies
Floating Capital		
Cash	$4,562,366 92	$8,238,428 46
Bills receivable, due on demand	.....	.....
Bills receivable, due on time	16,000 00	30,343 33
Accounts receivable from City of New York	74,129 93	996,282 46
Consumers' accounts receivable	2,014,955 07	4,132,609 74
Current accounts receivable from associated companies	4,169,366 33	1,110,100 74
Other accounts receivable	1,643,998 16	858,368 51
Interest and dividends receivable[1]	1,846,986 39	926,368 46
Other current assets	[2] 4,694 79	.....
Total, current assets	*14,332,497 59*	*16,292,501 73*
Special deposits for coupons and other charges	1,850 00	116,010 00
Other special deposits	3,024,383 75	56,751 43
Prepayments	2,915 38	38,336 75
Materials and supplies	4,539,281 66	8,172,967 15
Total, floating capital, gross	$21,900,928 38	$24,676,557 09
Miscellaneous Investments		
Stocks of associated companies	$83,244,129 37	[3] $2,342,419 40
Funded debt of associated companies	25,438,449 02	4,856 25
Advances to associated companies	2,182,011 74	19,966,742 25
Other investment securities	4,239,468 01	5,280,953 91
Real estate and other miscellaneous investments	1,653,874 86	2,032,968 64
Total, miscellaneous investments	$116,757,963 00	$29,629,940 45
Fixed Capital		
Fixed capital, Dec. 31, 1908 — electric	.....	[4] $112,828,758 84
Fixed capital, Dec. 31, 1908 — gas	[5] $118,104,881 58	.....
Fixed capital, Dec. 31, 1908 — other departments	.....	.....
Total, fixed capital, Dec. 31, 1908	[5] *118,104,881 58*	[4] *112,828,758 84*
Fixed capital installed since 1908 — electric	.....	77,903,737 28
Fixed capital installed since 1908 — gas	41,241,927 57	.....
Fixed capital installed since 1908 — other (incl. general)	.....	31,091 38
Total, fixed capital installed since Dec. 31, 1908	*41,241,927 57*	*77,934,828 66*
Total book cost	$159,346,809 15	$190,763,577 50
Accrued amortization of capital — Cr[6]	26,310,423 10	31,649,944 73
Total, fixed capital — net investment	$133,036,386 05	$159,113,632 77
Miscellaneous Temporary Debits		
Temporary advances to associated companies	$35,966,166 70	$3,050,000 00
Unamortised debt discount and expense	472,683 26	169,686 90
Construction work in progress	.....	.....
Other suspense	257,053 87	220,124 12
Total, unadjusted debits	$36,695,903 83	$3,439,811 02
Grand total	$308,391,181 26	$216,859,951 33

NOTE.— The original assets of the nominally existing East River Gas are represented by outstanding bonds treated as obligations of the New Amsterdam Gas, and by East River Gas stock held in the construction account of the New Amsterdam. The original assets of the Equity Gas are represented by securities in the investment account of the Brooklyn Union. For details of individual companies, see abstracts of companies' returns.

[1] Interest receivable from associated companies is here included as follows: Consolidated Gas, $1,623,753.31; New Amsterdam, $1,487.55; New York Edison, $832,314.71.

[2] U. S. Government light oil recovery plant.

[3] The N. Y. Edison includes among investments $137,347.79 cost of stock of its constituent, Edison Electric Illg. of N. Y., of a par value of $29,354; the costs of stock is here deducted from investments and its par value from the stock liability. The difference, $107,993.79 is transferred to suspense.

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AS OF DECEMBER 31, 1920: (A) Assets side

System			Brooklyn Union System		
Conduit company (Con. Tel. & El. Subway)	Lessor company (Brush Elec. Illg.)	Total	Gas companies	Gas-electrical company (Flatbush Gas)	Total
$105,815 81	$8,234 82	$12,914,846 01	$2,061,420 61	$64,825 67	$2,126,246 28
.....	.....	46,343 32	.....	.....	.....
.....	.....	1,070,412 39	97,337 43	91,101 70	188,439 13
.....	.....	6,147,564 81	939,819 65	126,291 13	1,066,110 78
221,773 40	3,971 37	5,505,211 84	45,456 06	.....	45,456 06
19,678 30	.....	2,522,044 97	43,425 96	28,432 27	71,858 23
511 78	.....	2,773,866 65	6,440 36	396 67	6,837 03
.....	.....	4,604 79	.....	.....	.....
347,779 29	*12,206 19*	*30,984,984 78*	*3,193,900 07*	*311,047 44*	*3,504,947 51*
.....	.....	117,860 00	16,682 00	.....	16,682 00
2,000 00	.....	3,083,135 18	87,673 59	58,457 80	146,131 39
.....	.....	41,252 14	131,090 92	3,644 81	134,735 73
289,116 42	.....	13,001,365 27	2,047,903 54	320,546 48	2,368,450 02
$638,895 71	$12,206 19	$47,228,597 37	$5,477,250 12	$693,696 53	$6,170,946 65
.....	.....	$85,586,548 77	$942,596 00	.....	$942,596 00
.....	.....	25,443,305 27	250,000 00	.....	250,000 00
.....	.....	22,150,753 99	.....	.....	.....
$52,515 63	$5,857 24	9,578,804 79	905,400 00	.....	905,400 00
.....	.....	3,686,863 50	.....	.....	.....
$52,515 63	$5,857 24	$146,446,276 32	$2,097,996 00	.....	$2,097,996 00
$13,794,803 77	$1,306,232 71	$127,929,765 32	.....	$495,863 11	$495,863 11
.....	.....	118,104,881 58	$36,440,835 40	706,643 55	37,147,478 95
.....	.....	.....	.....	.....	.....
13,794,803 77	*1,306,232 71*	*246,034,646 90*	*36,440,835 40*	*1,202,506 66*	*37,643,342 06*
15,885,436 94	8,396 39	93,797,590 61	.....	2,219,225 08	2,219,225 08
.....	.....	41,241,927 57	13,937,644 46	1,341,676 79	15,279,321 25
.....	.....	31,091 38	.....	106,613 58	106,613 58
15,885,436 94	*8,396 39*	*135,070,609 56*	*13,937,644 46*	*3,667,515 45*	*17,605,159 91*
$29,680,240 71	$1,314,629 10	$381,105,256 46	$50,378,479 86	$4,870,022 11	$55,248,501 97
1,001,571 68	198,251 77	59,160,191 28	14,368,006 10	1,307,529 01	15,675,535 11
$28,673,669 03	$1,116,377 33	$321,945,065 18	$36,010,473 76	$3,562,493 10	$39,572,966 86
.....	.....	$39,016,166 70	$5,758,801 86	.....	$5,758,801 86
.....	.....	642,370 16	.....	.....	.....
.....	.....	.....	.....	.....	.....
$3,500 74	.....	480,678 73	[7] 1,461,710 76	$9,076 63	1,470,787 39
$3,500 74	.....	$40,139,215 59	$7,220,512 62	$9,076 63	$7,229,589 25
$29,373,581 11	$1,134,440 76	$555,759,154 46	$50,806,232 50	$4,265,266 26	$55,071,498 76

[4] N. Y. Edison includes securities of associated companies of a par value of $7,846,500.

[5] New Amsterdam Gas includes securities of associated companies of a par value of $12,240,000.

[6] The accrued amortization (depreciation) has, in a few instances, been determined or approved by this Commission. The amounts here tabulated represent, in addition to the balances accumulated in the prescribed account, those balances which various companies show on the liabilities side of the balance sheet under "Accrued amortization of capital," "Renewals and replacements — plant withdrawn from service," "Contingency," etc., which together are similar in character (although apparently more comprehensive than the prescribed account with its prescribed elements) and which also contain accumulations made through the prescribed accounts in former years. For information as to any individual company's present procedure, see *Depreciation* in that company's abstract in this volume.

[7] Brooklyn Union includes gas sent out Dec. 10-31, 1920, but not billed, $1,253,492.23.

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TABLE XXXVIII. Balance sheets, by company groups, as

Item	Brooklyn Edison System: Brooklyn Edison	Brooklyn Edison System: Lessor company (Amsterdam El. L., H. & P.)	Brooklyn Edison System: Total
Floating Capital			
Cash	$293,071 45	$72 54	$293,143 99
Bills receivable, due on demand	.....	.....	.....
Bills receivable, due on time	128 50	.....	128 50
Accounts receivable from City of New York	450,323 85	.....	450,323 85
Consumers' accounts receivable	1,696,873 07	.....	1,696,873 07
Current accounts receivable from associated companies	.....	.....	.....
Other accounts receivable	.....	.....	.....
Interest and dividends receivable	22,595 74	.....	22,595 74
Other current assets	68,000 00	.....	68,000 00
Total, current assets	2,530,992 61	72 45	2,531,065 07
Special deposits for coupons and other charges	402,615 40	.....	402,615 40
Other special deposits	346,496 82	.....	346,496 82
Prepayments	3,634 32	.....	3,634 32
Materials and supplies	2,783,047 82	.....	2,783,047 82
Total, floating capital, gross	$6,066,786 97	$72 54	$6,066,859 51
Miscellaneous Investment			
Stocks of associated companies	[1] $125 00	.....	$125 00
Funded debt of associated companies	[2] 411,148 43	.....	411,148 43
Advances to associated companies	[3] 90,001 83	.....	90,001 83
Other investment securities	192,100 00	.....	192,100 00
Real estate and other miscellaneous investments	1,400,960 47	.....	1,400,960 47
Total, miscellaneous investments	$2,094,335 73	.....	$2,094,335 73
Fixed Capital			
Fixed capital, Dec. 31, 1908 — electric	$17,752,723 47	$38,417 90	$17,791,141 37
Fixed capital, Dec. 31, 1908 — gas	.....	.....	.....
Fixed capital, Dec. 31, 1908 — other departments	.....	.....	.....
Total, fixed capital, Dec. 31, 1908	17,752,723 47	38,417 90	17,791,141 37
Fixed capital installed since 1908 — electric	32,156,252 37	.....	32,156,252 37
Fixed capital installed since 1908 — gas	.....	.....	.....
Fixed capital installed since 1908 — other (incl. general)	37,318 86	.....	37,318 86
Total, fixed capital installed since Dec. 31, 1908	32,193,571 23	.....	32,193,571 23
Total book cost	$49,946,294 70	$38,417 90	$49,984,712 60
Accrued amortization of capital — Cr[7]	5,570,856 00	.....	5,570,856 00
Total, fixed capital — net investment	$44,375,438 70	$38,417 90	$44,413,856 60
Miscellaneous Temporary Debits			
Temporary advances to associated companies	$1,610 84	.....	$1,610 84
Unamortized debt discount and expense	2,011,765 55	.....	2,011,765 55
Construction work in progress	.....	.....	.....
Other suspense	.....	.....	.....
Total, unadjusted debits	$2,013,376 39	.....	$2,013,376 39
Grand total	$54,549,937 79	$38,490 44	$54,588,428 23

[1] Represents stock of State Electric Lt. & Pr. Co. of a par value of $18,500 reported by respondent under Funded debt of associated companies.

[2] Consists of stocks and bonds of a par value of $800,000 of Amsterdam Elec. Lt. & Pr. Co., which represent reports under funded debt of associated companies.

[3] Includes $525 coupons of Amsterdam Elec. Lt., Ht. & Pr. Co. transferred from funded debt of associated companies.

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TABLE XXXVIII. Balance sheets, by company groups, as

Item	Consolidated	
	Gas companies [1]	Electrical companies
Unfunded Debt		
Taxes accrued	$5,066,893 96	$2,830,014 32
Receiver's certificates	.....	.....
Judgments unpaid	.....	.....
Matured funded debt unpaid	78,000 00	587,011 74
Bills payable, due on demand	2,745,000 00	.....
Bills payable, due on time	[3] 34,850,000 00	700,000 00
Consumers' deposits	2,259,921 28	1,272,911 16
Accounts payable to associated companies	8,492,917 01	1,265,411 73
Miscellaneous accounts payable	4,268,795 87	2,742,837 11
Dividends declared	102,513 20	.....
Interest accrued on funded debt	625,006 30	1,785,843 92
Interest accrued on unfunded debt	1,080,023 59	479,767 94
Rent accrued for lease of plant	.....	3,971 [illegible]
Other rents accrued	.....	164,533 32
Employees' Liberty Bond payments	.....	.....
Other unfunded debt	2,785,386 53	338,896 14
Total, unfunded debt	$62,354,457 74	$12,171,501 65
Long-Term Debt		
Mortgage bonds	$30,896,000 00	$48,731,500 00
Collateral trust bonds	.....	.....
Miscellaneous funded debt	[3] 25,055,000 00	9,148,500 00
Receipts outstanding for funded debt	.....	.....
Total, funded debt	*55,951,000 00*	*57,880,000 00*
Owing to lessee company for betterments	.....	.....
Construction advances owing to associated companies	6,871,166 70	21,250,000 00
Total, funded and other long-term debt	$62,822,166 70	$79,130,000 00
Reserves		
Premiums on stocks and other permanent reserves	[4] $13,918,878 23	.....
Unamortized premium on debt	.....	$158,032 73
Sinking fund and other contractual reserves	.....	.....
Casualties and insurance reserves	1,654,768 51	272,021 96
Commercial metered lighting and prepaid gas in suspense	3,771,767 05	.....
Other optional reserves, including suspense credit balances	[5] 52,296 52	[6] 1,211,731 99
Accrued amortization of capital [7]	.....	.....
Renewals and replacements — plant withdrawn from service [7]	[1,196,115 66]	[4,299,717 41]
Contingency [7]	[25,114,307 44]	[27,350,227 32]
Total, reserves	$19,397,710 31	$1,641,786 72
Capital Stock		
Preferred stock	$13,293,600 00	$2,892,238 03
Common stock	136,130,400 00	74,352,845 71
Installments paid in on subscriptions for stocks	.....	.....
Stock liability for conversion	.....	[8] 17 00
Total, stock	$149,424,000 00	$77,245,100 74
Total liabilities, stock, etc	$293,998,334 75	$170,188,368 51
Corporate surplus or (D) deficit	14,392,846 51	46,671,562 82
Grand total	$308,391,181 26	$216,859,931 33

[1] For "gas sales suspense" see abstracts of companies of Consolidated system and Brooklyn Union system, part V of this volume.
[2] Matured first mortgage bonds guaranteed by the United Electric.
[3] Consolidated Gas reports $25,000,000 one year, 8% Gold notes under "Miscellaneous funded debt." This item is tabulated as "Bills payable due on time."

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TABLE XXXVIII. Balance sheets, by company groups, as

Item	Brooklyn Edison System		
	Brooklyn Edison	Lessor companies (Amsterdam El. L. & P.)	Total
Unfunded Debt			
Taxes accrued	$651,702 30	.....	$651,702 30
Receiver's certificates	.....	.....	.....
Judgments unpaid	.....	.....	.....
Matured funded debt unpaid	.....	.....	.....
Bills payable, due on demand	.....	.....	.....
Bills payable, due on time	5,750 00	.....	5,750 00
Consumers' deposits	851,495 82	.....	851,495 82
Accounts payable to associated companies	.....	$91,087 67	91,087 67
Miscellaneous accounts payable	627,560 53	.....	627,560 53
Dividends declared	3,793 00	.....	3,793 00
Interest accrued on funded debt	573,572 06	347,075 00	920,647 06
Interest accrued on unfunded debt	129,948 06	.....	129,948 06
Rent accrued for lease of plant	.....	.....	.....
Other rents accrued	.....	.....	.....
Employees' Liberty Bond payments	.....	.....	.....
Other unfunded debt	89,090 59	.....	89,090 59
Total, unfunded debt	$2,932,912 36	$438,162 67	$3,371,075 03
Long-Term Debt			
Mortgage bonds	$27,451,000 00	$300,000 00	$27,751,000 00
Collateral trust bonds	.....	.....	.....
Miscellaneous funded debt	1,645,000 00	.....	1,645,000 00
Receipts outstanding for funded debt	.....	.....	.....
Total, funded debt	*29,096,000 00*	*300,000 00*	*29,396,000 00*
Owing to lessee company for betterments	.....	.....	.....
Construction advances owing to associated companies	.....	.....	.....
Total, funded and other long-term debt	$29,096,000 00	$300,000 00	$29,396,000 00
Reserves			
Premiums on stocks and other permanent reserves	$10,542 00	.....	$10,542 00
Unamortized premium on debt	.....	.....	.....
Sinking fund and other contractual reserves	.....	.....	.....
Casualties and insurance reserve	760,019 43	.....	760,019 43
Commercial metered lighting and prepaid gas in suspense	.....	.....	.....
Other optional reserves, including suspense credit balances	852,707 95	.....	852,707 95
Accrued amortization of capital [2]	.....	.....	.....
Renewals and replacements — plant withdrawn from service [2]	[3,749,207 47]	.....	[3,749,207 47]
Contingency [2]	[1,821,648 53]	.....	[1,821,648 53]
Total, reserves	$1,623,269 38	.....	$1,623,269 38
Capital Stock			
Preferred stock	.....	.....	.....
Common stock	$17,355,000 00	$500,000 00	$17,855,000 00
Installments paid in on subscriptions for stocks	.....	.....	.....
Stock liability for conversion	.....	.....	.....
Total, stock	$17,355,000 00	$500,000 00	$17,855,000 00
Total liabilities, stock, etc	$51,007,181 74	$1,238,162 67	$52,245,344 41
Corporate surplus or (D) deficit	3,542,756 05	D 1,199,672 23	2,343,083 82
Grand total	[4] $54,549,937 79	$38,490 44	$54,588,428 23

[1] Excludes $742,000 reacquired bonds reported by respondent as funded debt. See note 4 (page 2) of this table.
[2] See note 6 on first page of this table.

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TABLE XXXIX. FIXED GAS AND ELECTRIC

NOTE.— This table is designed to show the book cost of fixed assets (land, construction, equ operations. In the case of property installed since 1908 the book cost, if recorded in accorda installed prior to 1909 may have been recorded in terms of money cost or in terms of securitie depreciation or expired capital outlay is recorded in other accounts.

COMPANY	Cost to Jan. 1, 1920	Installed in 1920 (Cash cost)	Retire "Fixed Capital Dec. 31, 190 (Book cos
GAS SUPPLY			
Consolidated system			
Consolidated Gas	$54,550,283 51	$1,098,080 78	$720,983 4
Astoria L., H. & P.	15,522,280 36	5,982,471 73	684 1
New Amsterdam Gas	47,366,157 28	363,702 43	27,0
Central Union Gas	10,883,197 49	130,881 69	3,06
Standard Gas Light	13,431,656 75	141,302 66	15,0
N. Y. Mutual Gas Light	4,107,332 55	103,723 05	10,6
Northern Union Gas	4,322,594 80	173,474 25	37,91
N. Y. & Queens Gas	2,052,904 78	[2] 122,810 80	4,65
Total, Consolidated system	*152,236,407 52*	*8,116,447 39*	*819,90*
Brooklyn Union system			
Brooklyn Union Gas	[3] 43,630,139 91	2,320,579 32	48,95
Newtown Gas	2,422,956 71	183,331 17	1,897
Woodhaven Gas Light	620,093 93	48,215 18	465
Jamaica Gas Light	823,863 49	32,450 41	374
Richmond Hill & Q. C. Gas	431,260 36	11,006 56	174
Total, Brooklyn Union system	*47,928,314 40*	*2,595,582 64*	*51,57*
Gas department of gas-electrical companies			
Flatbush Gas [5]	2,036,849 08	66,167 85	299
Queens Borough G. & E. [5]	[6] 3,017,209 82	179,261 82	5,43
Bronx Gas & Electric [5]	907,720 49	27,231 29	10,208
Total, gas depts. of gas-el. companies	*5,961,779 39*	*272,660 96*	*15,84*
Other gas companies			
Kings County Lighting	6,247,619 28	183,226 79	1,467
Brooklyn Borough Gas	[3] 2,050,351 44	268,425 26	(3)
N. Y. & Richmond Gas	3,393,720 89	39,003 29	1,897
Total, other gas companies	*11,691,691 61*	*495,655 34*	*3,365*
Total, gas supply	$217,818,192 92	$11,480,346 33	$890,681 4
ELECTRICAL SUPPLY (EXCL. CONDUIT AND NON-OPERATING COMPANIES)			
Consolidated system			
New York Edison:			
Electrical	[11] $138,285,526 31	$11,764,099 34	$206,917 11
District steam heating [12]	[31,091 38]	.....	.....
United Electric L. & P.	25,275,738 69	3,653,710 37	135,794 5
N. Y. & Queens Elect. L. & P.	10,678,553 33	2,147,835 23	34,680
Total, Consolidated system [12]	*174,259,818 33*	*17,565,644 94*	*377,392*
Electrical departments of Gas-Electrical Companies			
Flatbush Gas [5]	2,245,716 45	534,683 34	5,265 4
Queens Borough G. & E. [5]	[6] 2,973,052 10	344,343 66	2,081 1
Bronx Gas & Electric [5]	719,907 91	57,161 86	2,060 3
Total, el. depts. of gas-el. companies	*5,938,676 46*	*936,188 86*	*9,406*

[1] For explanation of items in this column see abstracts of companies' returns.
[2] Includes construction contribution Cr. $20,799.99.
[3] Includes $71,564.54 of betterments on leased property not chargeable to lessor.
[4] Includes $70,568.35 of betterments on leased property not chargeable to lessor.
[5] Data for this company include figures for General capital, apportioned equally between the gas and the electrical departments.
[6] See note 7.
[7] This company does not separate these accounts between the gas and electrical departments. The book cost of gas and electrical capital combined was originally divided between the two departments by the Commission's 1910 appraisal and credits subsequently reported by the company to

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TABLE XXXIX. Fixed gas and electric

COMPANY	Cost to Jan. 1, 1920	Installed in 1920 (Cash cost)	Retired "Fixed Capital Dec. 31, 1908" (Book cost)
ELECTRICAL SUPPLY (EXCL. CONDUIT AND NON-OPERATING COMPANIES) — *Concluded*			
Other Operating Electrical Companies			
Brooklyn Edison, Inc.:			
Electrical	[14] $42,605,911 56	$7,850,784 48	[15] $290,746 84
District steam heating [13]	[37,318 86]		
Richmond Light & R. R.	2,881,120 34	114,956 62	47,181 18
Total, other oper. elect. companies	*45,487,031 90*	*7,965,741 10*	337,928 02
Total, electrical supply, excl. conduit and non-operating companies	$225,665,526 69	$26,467,574 90	$724,727 45
Total, operating light and power companies [13]	$443,483,719 61	$37,947,921 23	$1,615,408 91
CONDUIT COMPANIES			
Consol. Tel. & El. Subway	$26,849,722 77	$2,857,557 37	
Empire City Subway	16,917,712 17	733,513 82	$9,268 99
Total, conduit companies	$43,767,434 94	$3,591,071 19	$9,268 99
NON-OPERATING COMPANIES			
Amsterdam Elect. L., H. & P.	$38,417 90		
Brush Electric Illg	1,319,452 91	$108 00	$4,931 81
Total, non-operating companies	$1,357,870 81	$108 00	$4,931 81
Grand total [13]	[15] $488,609,025 36	$41,539,100 42	$1,629,609 71

[13] Figures of "district steam heating" capital for N. Y. Edison and Brooklyn Edison, Inc., are omitted from the totals.
[15] See notes 8 and 11.

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TABLE XL. CONSUMERS' DEPOSITS

Company	Deposits at Beginning of Year		Deposits Added	
	Number	Amount	Number	Amount
Gas Companies				
Consolidated system[1]				
Consolidated Gas	N R	$1,191,217 69	53,019	$397,227 00
New Amsterdam Gas	N R	314,225 91	11,223	69,767 [illegible]
Central Union Gas	N R	202,453 50	10,155	56,948 [illegible]
Standard Gas Light	24,477	151,635 83	6,809	58,341 68
N. Y. Mutual Gas Light	N R	128,054 79	7,179	45,057 59
Northern Union Gas	N R	106,607 52	7,035	35,318 00
N. Y. & Queens Gas	N R	27,810 85	1,049	6,122 45
Total	—	*2,122,006 09*	*96,469*	*665,785 17*
Brooklyn Union system[2]				
Brooklyn Union Gas	N R	1,145,515 21	58,538	335,940 00
Newtown Gas	N R	90,592 66	4,637	26,559 00
Woodhaven Gas Light	N R	40,311 43	2,891	19,539 00
Jamaica Gas Light	N R	30,669 01	2,205	15,546 00
Richmond Hill & Q. C. Gas	N R	15,150 35	1,078	7,635 00
Total	—	*1,322,238 66*	*69,349*	*405,229 00*
Other gas companies				
Kings County Lighting	30,932	171,591 13	8,342	73,37[illegible]
Brooklyn Borough Gas	15,499	142,860 35	6,999	74,141 [illegible]
N. Y. & Richmond Gas	8,295	47,800 20	3,363	27,925 00
Total	*54,726*	*362,251 68*	*18,704*	*175,[illegible]*
Total, gas companies	—	$3,806,496 43	184,522	$1,250,638 [illegible]
Gas-Electrical Companies				
Flatbush Gas[2]	N R	$148,309 25	10,618	$79,065 00
Queens Borough G. & E	[4] 15,374	132,704 83	[4] 10,824	220,155 [illegible]
Bronx Gas & Electric	10,794	46,516 63	3,223	17,452 [illegible]
Total	—	$327,530 71	24,665	$316,682 [illegible]
Electrical Companies				
New York Edison	77,209	$733,853 50	46,228	$459,715 [illegible]
United Electric L. & P	30,692	263,974 00	10,047	112,146 [illegible]
N. Y. & Queens Elect. L. & P	[4] 14,221	137,125 10	[4] 7,771	62,751 [illegible]
Brooklyn Edison	70,815	701,796 06	24,082	295,320 [illegible]
Richmond Light & R. R	16,126	46,595 40	9,700	48,504 [illegible]
Total	209,063	$1,883,344 06	97,828	$978,437 [illegible]
Grand total	—	[7] $6,017,371 20	307,015	$2,545,159 [illegible]

[1] The Astoria does not retail gas and therefore has no consumers' deposits.
[2] The Flatbush Gas, a Brooklyn Union system company, is included with the gas-electrical group.
[3] Gas department, $3,949.43; electrical, $2,209.39.

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TABLE XLI. SECURITIES (CAPITALIZATION), DECEMBER 31, 1920: (A) Funded debt

Company and Description of Issue	Class of obligation[1]	Date of maturity	Amount authorized by mortgage but not outstanding[2]	Amount outstanding Dec 31, 1920 (par value)
Gas Companies				
Consolidated system				
Consolidated Gas:				
Collateral trust gold bonds 5-yr. 7's	B	Feb. 1, 1925	.....	$25,000,000 00
Astoria L., H. & P:				
First mortgage, 50-yr. 5½'s	A	Oct. 1, 1963	.....	5,000,000 00
New Amsterdam Gas	—	—	*$865,000 00*	*19,135,000 00*
N. Y. & E. River Gas 1st mtge., 50-yr. 5's	A	Jan. 1, 1944	.....	3,530,000 00
N. Y. & E. River Gas 1st con. mtge., 50-yr. 5's	A	Jan. 1, 1945	.....	1,500,000 00
Equitable Gas Lt. 1st con. mtge., 40-yr. 5's	A	Mar. 1, 1932	.....	3,530,000 00
New Amsterdam 1st con. mtge., 50-yr. 5's	A	Jan. 1, 1948	[3] 865,000 00	10,635,000 00
Central Union Gas	—	—	.....	*3,555,000 00*
First mtge., 30-yr. 5's	A	Aug. 16, 1927	.....	3,500,000 00
Real-estate mtge., 5½ per cent	C	Nov. 28, 1922	.....	20,000 00
Real-estate mtge., 5½ per cent	C	Nov. 18, 1922	.....	35,000 00
Standard Gas Light:				
First mtge., 40-yr. 5's	A	May 1, 1930	[4] 40,000 00	1,195,000 00
Northern Union Gas:				
First mtge., 30-yr. 5's	A	Nov. 1, 1927	250,000 00	1,250,000 00
N. Y. & Queens Gas:				
First mtge., 30-yr. 5's	A	Aug. 1, 1934	[3] 184,000 00	816,000 00
Total, Consolidated system	—	—	*1,339,000 00*	55,951,000 00
Brooklyn Union system				
Brooklyn Union Gas	—	—	.....	17,000,000 00
First consolidated mtge., 50-yr. 5's	A	May 1, 1945	.....	14,736,000 00
Convertible debenture, 10-yr. 7's	B	Nov. 1, 1929	.....	2,000,000 00
Citizens Gas Light con. mtge., 50-yr. 5's	A	Feb. 1, 1940	.....	264,000 00
Other gas companies				
Kings County Lighting	—	—	*1,822,000 00*	*3,172,000 00*
Kings County G. & Illg. 1st mtge., 50-yr. 5's	A	Oct. 1, 1940	.....	*750,000 00*
Kings County Ltg. 1st refunding, 50-yr. 5's	A	July 1, 1954	1,822,000 00	2,422,000 00
N. Y. & Richmond Gas:				
First mtge., 20-yr. 5's	A	May 1, 1921	.....	1,500,000 00
Brooklyn Borough Gas	—	—	.....	*1,000,000 00*
First mortgage, 40-yr. 5's	A	Mar. 1, 1938	.....	500,000 00
General mortgage, 40-yr. 5's	A	June 1, 1945	.....	500,000 00
Total, gas companies	—	—	$3,161,000 00	$78,629,000 00
Gas-Electrical Companies				
Queens Borough G & E	—	—	.....	*$2,032,100 00*
Town of Hempstead G. & E. Lt. 1st mtge., 40-yr. 5's	A	Feb. 1, 1941	.....	150,000 00
Queens Borough Elect. L. & P. 1st mtge., 30-yr. 5's	A	April 1, 1928	.....	250,000 00
Queens Borough G. & E. general mtge., 50-yr. 5's	A	July 1, 1952	.....	1,600,000 00
Real-estate mortgage, 3-yr. 6 per cent	C	April 1, 1921	.....	10,000 00
Real-estate mortgage, 3-yr. 6 per cent	C	April 1, 1921	.....	8,000 00
Real-estate mortgage, 4-yr. 5½ per cent	C	July 19, 1923	.....	9,300 00
Real-estate mortgage, 5-yr. 5½ per cent	C	Oct. 14, 1924	.....	4,800 00
Bronx Gas & Electric	—	—	*$223,000 00*	*$1,110,000 00*
First mortgage, 49-yr. 5's	A	1950	.....	7,000 00
First and refunding, 50-yr. 5's	A	1960	[5] 223,000 00	1,103,000 00
Total, gas-electrical companies	—	—	$223,000 00	$3,142,100 00

NOTE.— Totals include capitalization figures for the Richmond Light & R. R. which in prior years were excluded from this table and included in the corresponding transportation table.

[1] The significance of the letters is indicated in the distribution of the grand total at the end of this division.

[2] Unissued securities authorized by mortgage to retire outstanding securities are not included.

[3] Held by or on behalf of respondent unencumbered.

[4] Of this amount $15,000 is held for respondent unencumbered, and $25,000 is pledged or otherwise subject to lien.

[5] Authorized by Public Service Commission. Includes $114,000 held in the sinking fund.

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TABLE XLI. Securities (capitalization), December 31, 1920: (B) Stocks and total (gross)

COMPANY	Amount of stock outstanding (par value)	[illegible] stock
GAS COMPANIES		
Consolidated system		
Consolidated Gas	[1] $100,000,000 00	[illegible]
Astoria L., H. & P.	10,000,000 00	15,000,000 00
New Amsterdam Gas:		
Common stock	12,165,000 00	40,300,000 00
Preferred stock	9,000,000 00	
Central Union Gas	3,500,000 00	
Standard Gas Light:		
Common stock	[2] 4,955,700 00	[illegible]
Preferred stock	[3] 4,293,600 00	
N. Y. Mutual Gas Light	[4] 3,409,700 00	
Northern Union Gas	1,500,000 00	
N. Y. & Queens Gas	600,000 00	
Total	*149,424,000 00*	
Brooklyn Union system [5]		
Brooklyn Union Gas	18,000,000 00	
Newtown Gas	60,000 00	60,000 00
Woodhaven Gas Light	20,000 00	20,000 00
Jamaica Gas Light	200,000 00	200,000 00
Richmond Hill & Q. C. Gas	250,000 00	250,000 00
Total	*18,530,000 00*	*35,530,000 00*
Other gas companies		
Kings County Lighting	[6] 2,000,000 00	[6] 5,178,000 00
Brooklyn Borough Gas	750,000 00	1,750,000 00
N. Y. & Richmond Gas	1,500,000 00	3,000,000 00
Total, gas companies	$172,204,000 00	
GAS-ELECTRICAL COMPANIES		
Flatbush Gas [5]	$200,000 00	
Queens Borough G. & E.	2,000,000 00	
Bronx Gas & Electric	486,500 00	
Total	$2,686,500 00	
OPERATING ELECTRICAL COMPANIES		
New York Edison	$69,445,400 00	[illegible]
Edison Elect. Illg. of N. Y.	[7] 17 00	*[illegible],574,917 00*
United Electric L. & P.:		
Common stock	[8] 3,657,445 71	19,030,183 74
Preferred stock	[9] 1,642,238 03	
N. Y. & Queens Elect. L. & P.:		
Common stock	1,250,000 00	8,520,600 00
Preferred stock	1,250,000 00	
Total, Consolidated system	*77,245,100 74*	*135,125,100 74*
Brooklyn Edison	17,355,000 00	45,709,000 00
Richmond Light & R. R.	[10] 2,871,750 00	[10] 5,125,750 00
Total, operating electrical companies	$97,471,850 74	$185,959,850 74
Total, operating light & power companies	$272,362,350 74	$442,621,450 74
CONDUIT COMPANIES		
Consol. Tel. & El. Subway	$1,875,000 00	$4,810,000 00
Empire City Subway	7,272,000 00	17,044,000 00
Total	$9,147,000 00	$21,854,000 00
NON-OPERATING COMPANIES		
Amsterdam Elect. L., H. & P.	$500,000 00	$800,000 00
Brush Elect. Illg.	999,000 00	999,000 00
Total	$1,499,000 00	$1,799,000 00
Grand total	$283,008,350 74	$466,274,450 74

[1] The Commission has authorized the issue of stock to refund outstanding debenture bonds, $100 par value of stock for $100 face value of bonds. [2] Does not include $44,300 reacquired unencumbered stock. [3] Does not include $2,100 reacquired unencumbered stock. [4] Does not include $90,300 reacquired unencumbered stock. [5] Flatbush Gas, which belongs to the Brooklyn Union system, is here grouped with the gas-electrical companies. [6] In addition, $61,100 were paid in on subscriptions for stocks. [7] The consolidation agreement of *May 1, 1901*, provided that the unpledged stock of the Edison Elect. Illg. of N. Y. (a constituent company of the N. Y. Edison) may be exchanged on the basis of 5 shares of N. Y. Edison for one of this constituent company. Of the 293.71 shares qualified for such exchange 293.54 were acquired by the N. Y. Edison. These shares have been deducted from the total capital stock outstanding. [8] Does not include $29,000 reacquired unencumbered stock. [9] Does not include $350 reacquired unencumbered stock. [10] Does not include $127,750 stock pledged with the estate of H. H. Rogers.

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TABLE XLI. Securities (capitalization), December 31, 1920: (D) Stock and funded debt issued or retired during year

Company and Issue	Date of authorization by Public Service Commission	Amount of actual issue (par value)	Cash realized on issue	Occasion or purpose for which issued or retired
FUNDED DEBT				
Consolidated Gas:				
Convertible gold bonds, 5-yr. 7's	Jan. 9, 1920	$25,000,000 00	$25,000,000 00	To retire 6 per cent convertible debentures.
Convertible debenture bonds, 50-yr. 6's	——	D 24,278,247 50	——	Matured and retired during year.
New York Edison:				
Real-estate mortgages	——	53,500 00	——	Assumed during year.
Real-estate mortgages	——	D 46,000 00	——	Matured and retired during year.
United Electric L. & P.:				
Debenture bonds, 10-yr. 7's	Dec. 21, 1920	8,825,000 00	8,825,000 00	In discharge of a like amount of obligations of the respondent to the Consolidated Gas.
Real-estate mortgage	——	27,500 00	——	Assumed during year.
N. Y. & Queens Elect. L. & P.:				
Debenture bonds, 10-yr. 7's	Dec. 21, 1920	3,400,000 00	3,400,000 00	To discharge construction advances.
Real-estate mortgages	——	95,000 00	——	Assumed in purchase of property.
Brooklyn Edison:				
Debenture bonds	Dec. 17, 1912	D 1,500 00	——	Converted into stock.
Debenture bonds	Dec. 4, 1916	D 47,200 00	——	Converted into stock.
General mtge. gold bonds, 10-yr. 6's	Jan. 21, 1920	3,000,000 00	2,655,000 00	To reimburse the company for expenditures made for the acquisition of property and for extensions and improvements to its plants and facilities.
General mtge. gold bonds 10-yr. 7's	Jan. 21, 1920	2,000,000 00	1,800,000 00	
General mtge. gold bonds, 20-yr. 7's	Dec. 4, 1920	5,000,000 00	4,618,750 00	
Richmond Light & R. R.:				
Equipment obligations	——	54,000 00	——	Assumed in connection with purchase of cars by R. R. department.
Empire City Subway:				
First mortgage T. and T. bonds	(1)	155,000 00	155,000 00	To pay in part for subways constructed during 1919.
Total, funded debt (net)	——	$23,237,052 50	$46,453,750 00	
STOCK				
New York Edison	Sept. 14, 1920	$3,500,000 00	$3,500,000 00	To discharge construction advances made by Consolidated Gas for like amount.
Brooklyn Edison	——	48,700 00	——	Converted from debenture bonds.
Empire City Subway	(1)	155,000 00	155,000 00	To pay in part for subways constructed during 1919.
Total, stock	——	$3,703,700 00	$3,655,000 00	
Grand total (net)	——	$26,940,752 50	$50,108,750 00	

[1] No authorization by the Public Service Commission.

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TABLE XLII. VALUATION OF PROPERTY, DEC. 31, 1919: (A) Estimated value
[Cents not published, though

Company	Estimated Cost to Reproduce New			
	Tangible real property		Tangible personal property	Total
	In streets and public places [2]	Outside of streets and public places		
Gas Companies				
Consolidated system				
Consolidated Gas	$12,249,209	[6] $32,921,607	$9,220,806	$54,391,713
Astoria L., H. & P.	3,060	15,275,064	1,416,236	16,694,375
New Amsterdam Gas	4,281,740	[6] 18,159,411	1,784,938	24,226,089
Central Union Gas	1,421,283	6,295,685	1,588,064	9,305,036
Standard Gas Light	2,596,488	7,359,029	1,064,481	11,019,999
N. Y. Mutual Gas Light	1,323,537	7,949,303	806,492	10,079,332
Northern Union Gas	1,257,855	1,868,043	1,204,213	4,330,112
N. Y. & Queens Gas	613,668	[6] 623,693	265,054	1,502,416
Total	*23,746,863*	*90,451,930*	*17,350,281*	*131,549,076*
Brooklyn Union System [3]				
Brooklyn Union Gas	10,056,450	22,200,485	9,793,419	42,050,355
Newtown Gas	1,597,925	1,135,530	845,959	3,579,414
Woodhaven Gas Light	722,027	.....	293,859	1,015,886
Jamaica Gas Light	615,805	149,735	241,922	1,007,462
Richmond Hill & Q. C. Gas	265,929	.....	112,828	378,758
Total	*13,258,137*	*23,485,751*	*11,287,989*	*48,031,877*
Other gas companies				
Kings County Lighting [3]	963,306	2,283,117	479,307	3,725,730
Brooklyn Borough Gas [4]	523,775	1,427,345	89,312	2,040,433
N. Y. & Richmond Gas	1,069,241	778,556	69,665	1,917,463
Total	*2,556,323*	*4,489,018*	*638,284*	*7,683,626*
Total gas companies	$39,561,323	$118,426,700	$29,276,556	$187,264,581
Gas-Electrical Companies				
Flatbush Gas [3]	$2,219,134	$1,677,571	$1,287,710	$5,184,416
Queens Borough G. & E.	990,185	2,963,143	772,414	4,725,743
Bronx Gas & Electric	[7] 639,668	[7] 796,386	[7] 226,028	[7] 1,662,082
Total	$3,848,989	$5,437,102	$2,286,152	$11,572,244
Operating Electrical Companies				
New York Edison	$20,974,947	$103,787,977	$6,139,002	$130,901,926
United Electric L. & P.	4,900,000	15,513,007	5,660,230	26,073,237
N. Y. & Queens Elect. L. & P.	3,197,729	6,683,333	1,216,776	11,097,839
Brooklyn Edison [5]	16,455,705	16,297,797	9,361,483	42,114,985
Richmond Light & R. R. [10]	1,011,421	1,882,144	634,194	3,527,761
Total	$46,539,803	$144,164,259	$23,011,688	$213,715,751
Total, operating light and power companies	$89,950,116	$268,028,063	$54,574,397	$412,552,577
Conduit Companies				
Consol. Tel. & El. Subway	$17,519,730	.....	$204,397	$17,724,127
Empire City Subway	16,644,171	.....	101,082	16,745,253
Total	$34,163,901	.....	$305,479	$34,469,381
Grand total	$124,114,018	$268,028,063	$54,879,877	$447,021,958

[1] Where leaders appear, company does not admit that there is any depreciation.
[2] Excludes paving.
[3] The Flatbush Gas, which belongs to the Brooklyn Union system, is here grouped with the gas-electrical companies.
[4] Respondent states that report was based on the Public Service Commission's appraisal of Dec. 31, 1913, to which was added the actual cost of all additions since that date.
[5] Respondent gives valuation as of Oct. 1, 1920, but states that the report was dated Dec. 31, 1919.

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according to latest company report to the State Tax Commission included in tabulation.]

Indicated Depreciation[1]				"Present Value," December 31, 1919			
Tangible real property		Tangible personal property	Total	Tangible real property		Tangible personal property	Total
In streets and public places[2]	Outside of streets and public places			In streets and public places[2]	Outside of streets and public places		
.....	$604,988	.....	$604,988	$12,249,209	[6] $32,316,709	$9,220,806	$53,786,725
.....	.....	.....	.....	3,080	15,275,064	1,416,230	16,694,375
.....	261,725	.....	261,725	4,281,740	[6] 17,897,686	1,784,938	23,964,365
.....	182,676	.....	182,676	1,421,283	6,113,012	1,588,064	9,122,359
.....	16,694	.....	16,694	2,596,488	7,342,335	1,064,481	11,003,305
.....	131,040	.....	131,040	1,323,537	7,818,263	806,492	9,948,292
.....	.....	.....	.....	1,257,855	1,868,043	1,204,213	4,330,112
.....	19,462	.....	19,462	613,668	[6] 604,231	265,054	1,482,954
.....	*1,216,585*	.....	*1,216,585*	*23,746,863*	*89,235,344*	*17,350,282*	*30,332,491*
.....	.....	.....	.....	10,056,450	22,200,485	9,793,419	42,050,355
.....	.....	.....	.....	1,597,925	1,135,530	845,959	3,579,414
.....	.....	.....	.....	722,027	.....	293,859	1,015,886
.....	.....	.....	.....	615,805	149,735	241,922	1,007,462
.....	.....	.....	.....	265,929	.....	112,828	378,758
.....	.....	.....	.....	*13,258,137*	*23,485,751*	*11,287,989*	*48,031,878*
.....	.....	.....	.....	963,306	2,283,117	479,307	3,725,730
$131,355	$303,253	.....	434,609	392,420	1,124,091	89,312	1,605,823
(9)	(9)	(9)	(9)	[9] 1,069,241	[9] 778,556	69,665	[9] 1,917,463
131,355	*303,253*	.....	*434,609*	*2,424,967*	*4,185,764*	*638,284*	*7,249,017*
$131,355	$1,519,839	.....	$1,651,194	$39,429,968	$116,906,861	$29,276,556	$185,613,386
.....	.....	.....	.....	$2,219,134	$1,677,571	$1,287,710	$5,184,416
$559,208	$1,537,318	$157,054	$2,253,582	430,977	1,425,824	615,359	2,472,161
.....	.....	.....	.....	639,668	796,386	226,028	1,662,083
$559,208	$1,537,318	$157,054	$2,253,582	$3,289,780	$3,899,783	$2,129,097	$9,318,662
.....	.....	.....	.....	$20,974,947	$103,787,977	$6,139,002	$130,901,926
.....	.....	.....	.....	4,900,000	15,513,007	5,660,230	26,073,237
.....	.....	.....	.....	3,197,729	6,683,333	1,216,776	11,097,839
.....	.....	.....	.....	16,455,705	16,297,797	9,361,483	42,114,986
$387,888	$596,529	$317,039	$1,301,457	623,533	1,285,614	317,155	2,226,303
$387,888	$596,529	$317,039	$1,301,457	$46,151,915	$143,567,730	$22,694,648	$212,414,293
$1,078,452	$3,653,688	$474,094	$5,206,235	$88,871,664	$264,374,374	$54,100,303	$407,346,342
$6,248,683	.....	$11,253	$6,259,937	$11,271,046	.....	$193,143	$11,464,190
4,335,604	.....	1,676	4,337,280	12,308,567	.....	99,405	12,407,973
$10,584,287	.....	$12,929	$10,597,217	$23,579,613	.....	$292,549	$23,872,163
$11,662,739	$3,653,688	$487,024	$15,803,452	$112,451,278	$264,374,374	$54,392,852	$431,218,506

[6] Includes contents of buildings.
[7] Figures for Bronx Gas & Electric represent "present value" Dec. 31, 1919. Respondent states that Book value only is reported, and does not give any figures for "cost to reproduce new."
[8] Data as reported to State Tax Commission for Dec. 31, 1916.
[9] Company failed to report "present value." Figures shown under "Present Value" represent "estimated cost to reproduce new."
[10] Lighting department only.

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TABLE XLII. Valuation of property: (B) Assessed valuation

COMPANY	Tangible and intangible property in streets ("special franchise")	Corporate real property [2]	OTHER REAL PROPERTY (OUTSIDE OF STREETS) [1]		Personal property	Total
			Land and improvements	Of which, land only		
GAS COMPANIES						
Consolidated system						
Consolidated Gas	$12,365,430	$6,572,500	$23,679,000	$11,020,200	.....	$42,616,930
Astoria L., H. & P.	13,350	.....	14,638,910	2,557,410	$1,458,300	16,110,560
New Amsterdam Gas	3,952,276	9,284,800	5,631,400	2,582,900	.....	18,868,476
Central Union Gas	1,317,344	1,377,500	5,553,000	787,100	.....	8,247,844
Standard Gas Light	3,293,945	500	7,012,300	1,858,600	.....	10,306,745
N. Y. Mutual Gas Light	1,366,369	.....	7,556,600	1,084,000	281,800	9,204,769
Northern Union Gas	1,223,098	1,180,000	456,500	196,500	.....	2,859,598
N. Y. & Queens Gas	311,500	1,200	562,700	13,600	.....	875,400
Total	*23,843,312*	*18,416,500*	*65,090,410*	*20,100,310*	*1,740,100*	*109,090,322*
Brooklyn Union system [3]						
Brooklyn Union Gas	10,712,082	10,800	[3] 13,788,850	3,307,900	150,000	24,661,732
Newtown Gas	1,452,209	.....	1,080,600	42,100	35,000	2,567,809
Woodhaven Gas Light	628,163	.....	.....	.....	7,500	635,663
Jamaica Gas Light	561,403	.....	116,000	21,500	100,000	777,403
Richmond Hill & Q. C. Gas	236,853	.....	.....	.....	150,000	386,853
Total	*13,590,710*	*10,800*	*14,985,450*	*3,371,500*	*442,500*	*29,029,460*
Other gas companies						
Kings County Lighting	1,410,000	.....	2,231,500	750,000	.....	3,641,500
Brooklyn Borough Gas	432,400	180,000	647,600	92,800	.....	1,260,000
N. Y. & Richmond Gas	919,370	5,000	384,500	25,775	30,000	1,338,870
Total	*2,761,770*	*185,000*	*3,263,600*	*868,575*	*30,000*	*6,240,370*
Total, gas companies	$40,195,792	$18,612,300	$83,339,460	$24,340,385	$2,212,600	$144,360,152
GAS-ELECTRICAL COMPANIES						
Flatbush Gas [3]	$2,188,779	.....	$1,144,900	$113,900	$15,000	$3,348,679
Queens Borough G. & E.	746,668	$90,000	1,336,600	[4] 190,000	.....	2,173,268
Bronx Gas & Electric	409,200	14,000	555,500	89,000	.....	978,700
Total	$3,344,647	$104,000	$3,037,000	$392,900	$15,000	$6,500,647

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OPERATING ELECTRICAL COMPANIES						
New York Edison	$49,278,140	$651,000	[5] $30,275,300	$3,805,800	.....	$80,204,440
United Electric L. & P.	6,646,780	595,000	8,913,000	844,000	.....	16,154,780
N. Y. & Queens Elect. L. & P.	4,094,000	12,500	1,988,750	512,350	$5,000	6,100,250
Brooklyn Edison	18,988,000	414,800	9,610,700	1,211,420	500,000	29,513,500
Richmond Light & R. R.[7]	1,424,000	83,200	[6] 937,525	110,525	.....	2,444,725
Total	$80,430,920	$1,756,500	$51,725,275	$6,484,095	$505,000	$134,417,695
Total, operating light and power companies	$123,971,359	$20,472,800	$138,101,735	$31,217,380	$2,732,600	$285,278,494
CONDUIT COMPANIES						
Consol. Tel. & El. Subway	$14,757,560	.....	$117,000	.....	.....	$14,874,560
Empire City Subway	12,159,640	.....	550	.....	.....	12,160,190
Total	$26,917,200	.....	$117,550	.....	.....	$27,034,750
Grand total	$150,888,559	$20,472,800	$138,219,285	$31,217,380	$2,732,600	$312,313,244

[1] Includes property held under lease on which taxes are paid, as noted separately below.
[2] Consists of private rights of way and improvements thereon (including also improvements in streets and public places which are not assessed as special franchises.)
[3] Includes lands and improvements leased from Jamaica Gas assessed at $61,500 (land, $8,500) on which respondent pays 90 per cent of taxes.
[4] Excludes value of land, if any, included in real estate situated in Nassau County.
[5] Includes lands and improvements assessed at $703,000 (land, $361,000) held under lease. Excludes coal-storage plant located in New Jersey, which is taxed in that state.
[6] Includes property assessed at $5,300, held under lease.
[7] Figures include both lighting and railroad department.
[8] The Flatbush Gas, which belongs to the Brooklyn Union system, is here grouped with the gas-electric companies.

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TABLE XLIII. TAX CHARGES, AND CHARGES DISPUTED AND UNPAID, 1920

ITEMS	Consolidated Companies in Transfer System							
	Consolidated Gas	Astoria L., H. & P.	New Amsterdam Gas	Central Union Gas	Standard Gas Light	N. Y. Mutual Gas Light	Northern Union Gas	Total
Taxes charged to gas operations:								
Local: Real estate	[1] $560,663 05	$352,797 72	$109,812 51	$135,493 18	$167,593 97	$180,602 74	$11,372 60	$1,518,335 77
Local: Special franchise	296,108 66	321 74	[2] 94,772 66	32,143 19	78,797 41	32,656 22	29,760 73	564,560 61
Local: Personal property	.....	34,853 37	.....	10,012 54	.....	6,735 02	.....	51,600 93
Local: Real estate of corporations	157,096 75	.....	224,103 76	33,610 99	11 95	.....	28,792 00	443,615 45
State franchise on gross earnings	132,141 44	51,496 12	23,844 70	16,674 59	12,327 12	10,607 08	9,474 74	256,565 79
State tax on excess dividends	90,086 51	6,000 00	.....	.....	.....	5,006 19	.....	101,092 70
Federal income	.....	17,776 11	.....	.....	.....	[3] 19,166 92	.....	36,943 03
Federal capital stock	49,345 81	18,850 00	21,634 00	10,786 00	12,747 00	5,818 00	3,131 00	122,311 81
Total	$1,285,442 22	$482,095 06	$474,167 63	$238,720 49	$271,477 45	$260,592 17	$82,531 07	$3,095,026 09
Taxes charged elsewhere than to gas operations:								
Non-operating income	*$94,940 19*	*$39,868 16*	*$26,536 00*	.....	*$36 93*	*$2,092 50*	.....	*$163,473 78*
Real estate	.....	.....	26,536 00	.....	.....	.....	.....	26,536 00
State franchise on gross earnings	.....	.....	.....	.....	36 93	232 50	.....	269 43
Federal income	.....	39,868 16	.....	.....	.....	1,860 00	.....	41,728 16
Federal capital stock	94,940 19	.....	.....	.....	.....	.....	.....	94,940 19
Fixed capital	*38,146 64*	*19,047 91*	*18,503 70*	*$7,423 06*	*9,276 07*	*8,030 67*	*$2,422 49*	*102,850 54*
Real estate	21,102 50	19,080 56	5,072 35	4,997 70	6,311 07	6,800 94	176 85	63,491 97
Special franchise	11,128 89	17 35	4,138 95	1,185 61	2,964 55	1,229 73	1,183 64	21,848 72
Real estate of corporations	5,915 25	.....	9,292 40	1,239 75	45	.....	1,062 00	17,509 85
Other accounts	*5,050 40*	*5,404 35*	*16,381 39*	.....	.....	.....	.....	*84,836 14*
Adjustment, 1918 gross earnings tax	.....	5,404 35	.....	.....	.....	.....	.....	5,404 35
Profit and loss, special franchise tax	.....	.....	[4] 16,381 39	.....	.....	.....	.....	16,381 39
Accounts receivable	[5] 3,050 40	.....	.....	.....	.....	.....	.....	3,050 40
Total	$136,137 23	$64,320 42	$61,421 09	$7,423 06	$9,313 00	$10,123 17	$2,422 49	$291,160 46
Grand total	$1,421,579 45	$546,415 48	$535,588 72	$246,143 55	$280,790 45	$270,715 34	$84,953 56	$3,386,186 55

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Taxes disputed and not paid:								
Real estate	$8,062 06	.....	$70,368 80	.....	$12,711 24	$92,876 00	.....	$184,018 10
Special franchise	.....	.....	24,525 68	$16,664 40	.....	16,942 98	$15,472 19	73,605 25
Personal	161,830 00	$1,395 63	.....	392 71	.....	269 69	.....	2,058 03
Real estate of corporations	.....	.....	166,094 70	34,838 10	.....	.....	29,854 00	392,616 80
Total	$169,892 06	$1,395 63	$260,989 18	$51,895 21	$12,711 24	$110,088 67	$45,326 19	$652,298 18

NOTE.—With the exception of the Standard Gas Light and the N. Y. Mutual Gas Light companies do not apportion any of State franchise tax on gross earnings to non-operating income. Based on the proportion which non-operating revenue bears to the total, the amount assignable to non-operating revenue deductions is: $38,998.37 for Consolidated Gas; $9,583.26, N. Y. Edison; and smaller amounts for other companies.

[1] Includes real estate tax applicable to General office building and other property rented to associated companies and others, $79,603.32 charged to "Misc. operating revenue deductions."

[2] Includes municipal tax on gross receipts (deducted from special franchise), $24,930.13.

[3] Includes 1919 Federal income tax, $5,026.92.

[4] This amount represents deductions made by the New Amsterdam but not credited by the city, from its special franchise tax on account of the 3 per cent tax paid on the gross receipts in Manhattan of the East River Gas Co. of Long Island City.

[5] Real-estate tax payable by tenants.

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TABLE XLIII. Tax charges and charges disputed and unpaid, 1920 — Continued

ITEMS	Brooklyn Union System					
	Brooklyn Union Gas	Newtown Gas	Woodhaven Gas Light	Jamaica Gas Light	Richmond Hill & Q. C. Gas	Total
Taxes charged to gas operations:						
Local: Real estate	$350,080 58	$22,902 27	.....	$1,540 51	.....	$374,523 36
Local: Special franchise	272,086 88	36,886 10	$15,955 34	14,259 63	$6,016 06	345,204 01
Local: Personal property	3,645 00	850 50	182 25	2,430 00	3,645 00	10,752 75
Local: Real estate of corporations	274 32	.....	.....	.....	.....	274 32
State franchise on gross earnings	81,929 94	7,125 74	2,462 00	2,156 56	1,119 62	94,793 86
State tax on excess dividends	.....	.....	.....	.....	.....	.....
Federal income	.....	.....	.....	.....	.....	.....
Federal capital stock	36,495 00	1,321 00	464 50	532 00	462 00	39,274 50
Total	$744,511 72	$69,085 61	$19,064 09	$20,918 70	$11,242 68	$864,822 80
Taxes charged elsewhere than to gas operations: Fixed capital (real estate)	.....	$4,544 97	.....	.....	.....	$4,544 97
Grand total	$744,511 72	$73,630 58	$19,064 09	$20,918 70	$11,242 68	$869,367 77
Taxes disputed and not paid	.....	.....	.....	.....	.....	.....

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TABLE XLIII. Tax charges and charges disputed and unpaid, 1920 — Continued

Items	Other Gas Companies				
	N. Y. & Queens Gas	Kings Co. Lighting	Brooklyn Borough Gas	N. Y. & Richmond Gas	Total
Taxes charged to gas or electric operations:					
Local: Real estate	$13,560 46	$51,246 44	$16,626 12	$9,723 79	$91,156 81
Local: Special franchise	7,535 82	35,814 00	10,982 96	23,260 06	77,592 84
Local: Personal property	.....	.....	.....	756 00	756 00
Local: Real estate of corporations	.....	.....	4,572 00	126 50	4,698 50
State franchise on gross earnings	2,172 29	8,136 55	4,518 69	3,365 31	18,192 84
State tax on excess dividends	.....	.....	.....	.....	.....
Federal income	.....	.....	9,337 80	.....	9,337 80
Federal capital stock	742 00	197 54	211 00	372 00	1,522 54
Total	$24,010 57	$95,394 53	$46,248 57	$37,603 66	$203,257 33
Taxes charged elsewhere than to gas or electric operations:					
Non-operating income:	.....	*$5,433 54*	.....	.....	*$5,433 54*
Real estate	.....	5,433 54	.....	.....	5,433 54
Fixed capital	*$1,138 02*	.....	.....	.....	*1,138 02*
Real estate	731 51	.....	.....	.....	731 51
Special franchise	406 51	.....	.....	.....	406 51
Total	$1,138 02	$5,433 54	.....	.....	$6,571 56
Grand total	$25,148 59	$100,828 07	$46,248 57	$37,603 66	$209,828 89
Taxes disputed and not paid	.....	.....	.....	.....	.....

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TABLE XLIII. Tax charges and charges disputed and unpaid, 1920 — Continued

Items	Gas-electrical Companies				
	Flatbush Gas		Queens Borough G. & E.	Bronx G. & E.	Total
	Gas	Electric			
Taxes charged to gas or electric operations:					
Local: Real estate	$15,994 25	$13,086 21	$33,283 84	$14,054 14	$76,418 44
Local: Special franchise	30,577 24	[1] 25,845 67	15,026 01	10,352 76	81,801 68
Local: Personal property	200 48	164 02	.....	.....	364 50
Local: Real estate of corporations	.....	.....	2,286 00	354 20	2,640 20
State franchise on gross earnings	5,286 32	4,325 17	5,700 56	3,204 69	18,516 74
State tax on excess dividends	.....	.....	2,850 00	.....	2,850 00
Federal income	.....	.....	[2] 42,729 71	787 50	43,517 21
Federal capital stock	719 40	588 60	[3] 1,082 80	72 00	2,462 80
Total	$52,777 69	$44,009 67	[4] $102,958 92	[5] $28,825 29	$228,571 57
Taxes charged elsewhere than to gas or electric operations	.....	.....	.....	.....	.....
Grand total	$52,777 69	$44,009 67	[4] $102,958 92	[5] $28,825 29	$228,571 57
Taxes disputed and not paid	.....	.....	.....	.....	.....

[1] Includes $827.93 franchise tax, Ocean Parkway.
[2] Consists of 1919 tax, $16,793.48 and 1920 tax (estimated), $25,936.23.
[3] Includes $41.80 war revenue stamps.
[4] Respondent reports that $63,310.97 is applicable to electric department, and $39,647.95, to gas department.
[5] Respondent reports that $11,085.61 is applicable to electric department, and $17,739.68, to gas department.

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TABLE XLIII. Tax charges and charges disputed and unpaid, 1920 — Continued

Items	Operating Electrical Companies					
	N. Y. Edison	United Electric L. & P.	N. Y. & Queens Elect. L. & P.	Brooklyn Edison	Richmond Light & R. R.	Total
Taxes charged to electric operations:						
Local: Real estate	[1] $731,519 03	$201,940 10	$44,701 88	$243,225 44	$9,977 29	$1,231,363 74
Local: Special franchise	1,177,580 78	159,153 78	97,259 67	307,875 12	19,414 34	1,761,283 69
Local: Personal property	[2] 21,770 00	.....	120 50	8,850 00	.....	30,740 50
Local: Real estate of corporations	15,571 90	14,293 00	301 25	10,535 92	.....	40,702 07
State franchise on gross earnings	170,000 00	30,861 77	17,733 94	[3] 198,179 63	5,161 01	421,936 35
State tax on excess dividends	60,000 00	.....	.....	20,792 28	.....	80,792 28
Federal income	443,872 60	66,205 36	22,384 35	174,443 40	10,775 18	717,680 89
Federal capital stock	133,192 00	11,988 00	5,499 00	35,302 00	.....	185,981 00
Total	$2,753,506 31	$484,442 01	$188,000 59	$999,203 79	$45,327 82	$4,470,480 52
Taxes charged elsewhere than to electric operations:						
Non-operating income	*$2,151 00*	.....	.....	*$736 60*	[4] *$37,849 29*	*$40,736 89*
Real estate	2,151 00	.....	.....	736 60	[5] 3,517 66	6,405 26
State franchise on gross earnings	.....	.....	.....	.....	[6] 30,975 33	30,975 33
Federal income	.....	.....	.....	.....	2,550 00	2,550 00
Federal capital stock	.....	.....	.....	.....	806 30	806 30
Fixed capital	*72,119 15*	*$23,790 20*	*$7,672 99*	.....	.....	*103,582 34*
Real estate	27,182 92	17,272 60	7,672 99	.....	.....	52,128 51
Special franchise	44,350 33	5,982 10	.....	.....	.....	50,332 43
Real estate of corporations	585 90	535 50	.....	.....	.....	1,121 40
Other accounts	.....	.....	.....	*240,478 19*	.....	*240,478 19*
Adjustment, 1918 gross earnings tax	.....	.....	.....	[7] 240,478 19	.....	240,478 19
Total	$74,270 15	$23,790 20	$7,672 99	$241,214 79	$37,849 29	$384,797 42
Grand total	$2,827,776 46	$508,232 21	$195,673 58	$1,240,418 58	$83,177 11	$4,855,277 94
Taxes disputed and not paid:						
Real estate	.....	.....	.....	.....	$19,354 50	$19,354 50
Special franchise	.....	.....	.....	.....	.....	.....
Personal	.....	.....	.....	.....	.....	.....
Real estate of corporations	.....	.....	.....	.....	.....	.....
Total	.....	.....	.....	.....	$19,354 50	$19,354 50

[1] Includes $11,154.64 New Jersey tax on land for coal storage plant at Shadyside. [2] New Jersey tax on personal property. [3] Includes $134,300 for gross receipts and license fee. [4] Of this amount $31,345.02 applies to railway operations. [5] Composed of $1,031.01 real estate tax, $1,828.49 tax on real estate of corporation for railroad department and $658.16 taxes charged to non-operating income. [6] Includes $18,013.55, special franchise tax and $5,846.11, "Franchise tax checks returned by city, claiming franchises revoked." [7] Composed of taxes not provided for in 1919: Federal income, $34,569.17; Gross earnings, $2,612.63; Gross receipts, $7,486.10; Capital stock, $3,909.53; total, $48,577.43. Also Amended federal income and Excess profits tax returns for the years 1909–1918 including additional taxes, $191,900.76.

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TABLE XLIII. Tax charges and charges disputed and unpaid, 1920 — Concluded

Items	Total operating light and power companies	Conduit Companies: Consol. Tel. & El. Subway	Conduit Companies: Empire City Subway	Conduit Companies: Total	Non-operating company — Brush Elec. Illg.	Grand total
Taxes charged to electric operations:						
Local: Real estate	$3,291,798 12	$564 00	$13 88	$577 88	——	$3,292,376 00
Local: Special franchise	2,830,442 83	343,844 72	302,539 28	646,384 00	——	3,476,826 83
Local: Personal property	94,214 68	.....	.....	.....	——	94,214 68
Local: Real estate of corporations	491,930 54	.....	.....	.....	——	491,930 54
State franchise on gross earnings	810,005 58	[1] 1,406 25	[1] 10,526 03	11,932 28	——	821,937 86
State tax on excess dividends	184,734 98	.....	.....	.....	——	184,734 98
Federal income	807,478 93	279 55	56,243 81	56,523 36	——	864,002 29
Federal capital stock	351,552 65	[2] 3,829 00	4,677 00	8,506 00	——	360,058 65
Total	$8,862,158 31	[3] $349,923 52	$374,000 00	$723,923 52	——	$9,586,081 83
Taxes charged elsewhere than to electric operations:						
Non-operating income	*$209,644 21*	.....	.....	.....	*[4] $11,623 04*	*$221,267 25*
Real estate	38,374 80	.....	.....	.....	9,923 36	48,298 16
State franchise on gross earnings	31,244 76	.....	.....	.....	294 79	31,539 55
Federal income	44,278 16	.....	.....	.....	381 89	44,660 05
Federal capital stock	95,746 49	.....	.....	.....	1,023 00	96,769 49
Fixed capital	*210,977 85*	*$2,343 60*	.....	*$2,343 60*	*108 00*	*213,429 45*
Real estate	120,165 45	[5] 2,343 60	.....	2,343 60	108 00	122,617 05
Special franchise	72,181 15	.....	.....	.....	.....	72,181 15
Real estate of corporations	18,631 25	.....	.....	.....	.....	18,631 25
Other accounts	*240,478 19*	*23,241 09*	.....	*23,241 09*	.....	*263,719 28*
Adjustment, 1918 gross earnings tax	245,882 54	.....	.....	.....	.....	245,882 54
Profit and loss, special franchise tax	16,381 39	.....	.....	.....	.....	16,381 39
Accounts receivable	3,050 40	23,241 09	.....	23,241 09	.....	26,291 49
Total	$685,936 39	$25,584 69	.....	$25,584 69	$11,731 04	$723,252 12
Grand total	$9,548,094 70	$375,508 21	$374,000 00	$749,508 21	$11,731 04	$10,309,333 95
Taxes disputed and not paid:						
Real estate	$203,372 60	.....	.....	.....	.....	$203,372 60
Special franchise	73,605 25	.....	.....	.....	.....	73,605 25
Personal	2,058 03	.....	.....	.....	.....	2,058 03
Real estate of corporations	392,616 80	.....	.....	.....	.....	392,616 80
Total	$671,652 68	.....	.....	.....	.....	$671,652 68

[1] State capital stock tax. [2] Includes $200 revenue stamps. [3] This amount is shown in the income statement as follows: Charged to taxes, $349,663.12; to store house expenses, $260.40. [4] Includes $8,976.36 special franchise tax. [5] Charged to construction.

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NOTE REGARDING DEPRECIATION ACCOUNTS

The Uniform System of Accounts prescribed by the Commission for electrical corporations, as well as that for gas corporations, provides that operating expenses shall include capital consumed, defined as the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued" during the fiscal period. Until otherwise ordered, such estimated deterioration is based on a rule determined by the accounting corporation and filed with the Commission. From the total estimated deterioration during the period there is deducted the actual amount expended for repairs and the remainder is charged to the expense account (841) General Amortization and concurrently credited to the balance sheet account (374) Accrued Amortization of Capital, the text of which is reprinted below. Reasons for the preference of the term "amortization" over the more common "depreciation" are stated in the following explanatory note (under par. 30):

"By 'amortization' of any charge or credit is meant its gradual extinction. The word is broader than the word 'depreciation,' since the latter is restricted ordinarily to tangible property. The word 'depreciation' also imports more of the idea of fluctuating value and is complicated somewhat with the question of cost of replacement at market prices. Because it is considered unnecessary in connection with the gradual consumption or expiration of life of capital to consider the question of cost of replacement until the replacement is actually made, at which time the cost of replacement is duly charged to the appropriate account, and because provision is necessary for the gradual extinction of certain charges (such as those for some kinds of capital, those for extraordinary casualties, for discount on debt, etc.), to which the term 'depreciation' does not well apply, it is considered advisable to use the term 'amortization' in connection with the extinction of such charges, and of certain correspondng credits, such as premiums on debt outstanding."

E842. GENERAL AMORTIZATION — ELECTRIC

Charge to this account month by month the amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during the month in the tangible electric capital of the corporation, such portion of the life of intangible fixed capital as has expired or been consumed during the month, and the amount estimated to be necessary to provide a reserve to cover the cost of property destroyed by extraordinary casualties; less the amounts charged for that month to the various repair accounts in Electric Operating Expenses. The amount charged (or credited) to this account shall be concurrently credited (or charged) to the reserve account No. 374, "Accrued Amortization of Capital." (See page 27.)

Note A.— Until otherwise ordered, the "amount estimated to be necessary to cover such wear and tear and obsolescence and inadequacy as have accrued during" any month shall be based on a rule determined by the accounting corporation. Such rule may be derived from a consideration of the said corporation's history and experience during the preceding five years, and the accrual may be on the basis of kilowatt-hours sold. Amortization of intangible capital shall likewise be based on rule. Whatever may be its basis, such rules and a sworn statement of the facts and expert opinions and estimates upon which they are based shall be filed with the Public Service Commission on or before January 1, 1909; each amendment of any such rule and a sworn statement of the facts and expert opinions and estimates upon which such amendment is based shall be filed with the Public Service Commission before it is used by the accounting corporations, and shall show the date when it is to be effective. Such rules and statements shall be filed upon sheets 8½ inches by 11 inches or 9½ inches by 12 inches and shall be entitled "Rule of the (here naming the accounting corporation) concerning Amortization of Capital."

Note B.— When any capital is retired from service, the amount (estimated if not known) originally charged to a capital account in respect thereof shall be credited to such capital account, and (except as provided in account No. E100, "Fixed Capital, December 31, 1908,") the original money cost of such capital, less salvage, if any, shall be charged to the reserve account, "Accrued Amortization of Capital," any necessary adjusting entry being made in the proper account under "Corporate Surplus or Deficit." Where capital is substantially continuous and can not be satisfactorily individualized, it shall be kept in efficient operating condition through repair, and the renewals and replacements of parts thereof shall be considered repairs. In the case of buildings, towers, bridges, trestles, and other separate structures capable of being readily individualized, charges to this account must be sufficient to provide (in respect of such capital and except as provided in account No. E100, "Fixed Capital, December 31, 1908,") in the account "Accrued Amortiza-

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tion of Capital" by the time such structures go out of service a reserve equal to the original money cost thereof, less salvage, to which account such original cost, less salvage, shall be charged.

374. ACCRUED AMORTIZATION OF CAPITAL

Credit to this account such amounts as are charged from time to time to "Operating Expenses," or other accounts to cover depreciation of plant and equipment, and other amortization of capital. When any capital is retired from service, the original money cost thereof (estimated if not known, and where estimated, that fact and the facts upon which the estimate is based shall be stated in the entry), less salvage, shall (except as provided in account No. E100, "Fixed Capital, December 31, 1908")* be charged to this account. The amount originally entered or contained in the charges to any capital account in respect of such capital so going out of service shall be credited to such capital account, and any necessary adjusting entry made to the appropriate sub-account under the account "Corporate Surplus or Deficit."

(G100.) FIXED CAPITAL, DECEMBER 31, 1908

Charge to this account all the Fixed Capital of the accounting person or corporation devoted to electric operations as such capital stood at the close of December 31, 1908. Such charges shall be made at the figures at which such capital was carried on the books of the said person or corporation on that date. When any capital included in such account is retired from service, the amount at which it is charged therein shall be credited to this account; the amount of depreciation or other amortization thereon applicable to the period subsequent to December 31, 1908, shall be charged to the account (No. 374), "Accrued Amortization of Capital," proper account shall be taken of any salvage, and the remainder of the amount originally charged to capital shall be concurrently charged to the Corporate Surplus or Deficit account (or equivalent account carried on the books on December 31, 1908), unless there was carried on the books at that date a reserve to cover retirement of capital from service, in which case the said concurrent charge shall be made to such retirement reserve account. If the amount at which the said capital in service on December 31, 1908, and subsequently retired from service, was included in the said account is not disclosed on the books and records of the accounting person or corporation and is not within the knowledge of such person or corporation or officers or other employees thereof, it shall be estimated, and such estimated amount shall be treated as is above directed for the actual amount, the fact of estimation being stated in the entry.

* The text of the account referred to is as follows:

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RETURNS OF INDIVIDUAL COMPANIES

AMSTERDAM ELECTRIC LIGHT, HEAT AND POWER COMPANY

LESSOR

Incorporated April 12, 1897. All of its stock is owned by Brooklyn Edison Co., Inc. [acquired in Oct., 1899. For corporate history, see Reports 1910, vol. 1, 271 ff., and 1917, vol. III, 307.]

Important Changes during Year.—On April 6, 1920, M. S. Sloan was elected a director to succeed J. B. Murray resigned. On April 24, 1920, H. P. Erwin, Treasurer, died; no successor elected to date of this report.

Balance Sheet.—Assets: Cost of plant, $38,417.90; cash, $72.54 (no change). Liabilities: Funded debt, $300,000; interest accrued thereon, $247,075 (increase of $15,000); owing to associated companies, $91,087.67 (increase, $5,803.91); capital stock, $500,000. Deficit, $1,199,672.23 (increase, $20,803.91). For details of securities, see Table XLI; also 1917 Report.

Income Statement

	Net amount for year	Increase or (D) decrease
Rents [accrued from lease of plant]	$1,200 00	.....
Deductions	2,110 84	$1,756 43
Gross income ..... *Loss*	$910 84	$1,756 43
Deductions: Interest on bonds $15,000; other $4,893.07	19,893 07	258 26
Net income for year ..... *Loss*	$20,803 91	$1,498 22
Deficit, January 1, 1920	1,178,868 32	
Deficit, December 31, 1920	$1,199,672 23	

Underground Conduits, Etc.—At close of year, subway, 2 to 24 ducts; trench feet, 17,485; duct feet, 104,942; thereof unoccupied 56,696 duct feet. Manholes and boxes, brick and concrete, 135. Paving, square yards, asphalt, 1,509; granite, 4,677. Miscellaneous, 394; total, 6,580.

Franchise Requirements.—(1) Payments of city inspectors engaged in the supervision of work projected by the company. (2) Payment of annual sum of $500. (3) Payment of 1 per cent of gross receipts. (4) A bond in the sum of $25,000.

Officers.—President, M. S. Sloan; Vice-President, W. F. Wells; Secretary, E. A. Baily.

Directors.—N. F. Brady, T. E. Murray, W. F. Wells, M. S. Sloan.

Main Business Office.—360 Pearl street, Brooklyn, N. Y.

Report verified by M. S. Sloan, President, March 15, 1921.

THE ASTORIA LIGHT, HEAT AND POWER COMPANY

Incorporated January 19, 1899. The company's franchise covering the first ward of the Borough of Queens was acquired [through the Citizens' Mutual Gas Light Co. of Long Island City which was merged into the Astoria L., H. & P. Co.] on May 10, 1905.

The company manufactures coal and water gas for the Consolidated Gas Company, which acquired its capital stock on January 21, 1899, [owns its bonds and makes the necessary advances for construction].

Important Changes during the Year.—L. B. Gawtry, Secretary, resigned Feb. 26, 1920. No new powers or franchises were acquired.

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The Astoria Light, Heat and Power Company

BALANCE SHEET[1]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$534,463 45	Cash	$511,941 40	D $22,522 05
22 32	Consumers' accounts receivable	20 16	D 2 16
825,823 75	Current accounts receivable from associated companies	1,932,867 60	1,107,043 85
306,889 58	Other accounts receivable	177,841 04	D 129,048 54
10,050 00	Interest and dividends receivable	9,473 48	D 576 52
29,300 00	Other current assets	.....	D 29,300 00
1,172,095 36	Materials and supplies	1,174,109 10	2,013 74
769,600 00	U. S. Gov't Liberty Loan bonds	62,150 00	D 707,450 00
.....	Par value U. S. Gov't Liberty Loan bonds loaned to Cons. Gas Co. of N. Y.	720,000 00	720,000 00
240,698 06	Fire insurance participation certificates	257,889 40	17,191 34
10,904,565 38	"Fixed Capital Dec. 31, 1908"	10,903,881 28	D 684 10
4,617,714 98	Fixed Capital installed since 1908	10,555,791 33	5,938,076 35
15,522,280 36	Total book cost	*21,459,672 61*	*5,937,392 25*
3,000,033 95	Accrued amortization of capital — Cr.[1]	*3,031,436 37*	*31,402 42*
12,522,246 41	Fixed capital — net	*18,428,236 24*	*5,905,989 83*
5,171,166 70	Temporary advances to assoc'd cos.[2]	5,171,166 70	.....
19,574 99	Other suspense	82,216 87	62,641 88
$21,601,930 62	Total	$28,527,911 99	$6,925,981 37

	LIABILITIES SIDE		
$398,098 65	Taxes accrued	$344,805 89	D $53,292 76
.....	Bills payable (National City Bank)	3,500,000 00	3,500,000 00
90,497 94	Accounts payable to assoc'd co's	232,441 20	141,943 26
313,864 43	Miscellaneous accounts payable	1,132,120 28	818,255 85
68,750 00	Interest accrued on funded debt	68,750 00	.....
21,191 47	Interest accrued on unfunded debt	8,947 36	D 12,244 11
13,453 83	Employees Liberty bonds payments	.....	D 13,453 83
18,912 34	Other unfunded debt	35,481 54	16,569 20
5,000,000 00	Mortgage bonds	5,000,000 00	.....
.....	Construction advances owing to assoc'd companies	1,700,000 00	1,700,000 00
240,698 06	Casualties and insurance reserve	257,889 40	17,191 34
10,000,000 00	Common stock	10,000,000 00	.....
5,436,463 90	Corporate surplus	6,247,476 32	811,012 42
$21,601,930 62	Total	$28,527,911 99	$6,925,981 37

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— Credits during year on account of withdrawals and retirements: Tools and implements, $684.10. (Balances in the several sub-accounts were shown in the 1917 abstract.)

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.* amortization of the cost of perishable property (see *Depreciation*), page 771; but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements; Contingency reserve) that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, "Accrued amortization of capital," representing the expired life or amortized portion of fixed capital outlay.

[2] [Represents advances for expenditures for account of East River Gas Co. of Long Island City in connection with tunnel built under East River from Astoria to East 132nd street. See also abstract of New Amsterdam Gas Co.]

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The Astoria Light, Heat and Power Company

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by gas works.....	$99,661 05	.....	.....	$915,765 51
Organization	.....	.....	.....	4,750 00
Assessments	17 35	.....	.....	17 35
General equipment	123,164 30	.....	$996 37	214,018 76
Works and station structure.....	1,284,734 29	.....	14,816 94	2,132,713 55
Holders	.....	.....	.....	1,595 76
Furnaces, boilers and accessories.	213,939 21	.....	.....	308,992 88
Benches and retorts.....	263 00	.....	.....	153,395 97
Water gas sets and accessories..	861,107 95	.....	.....	1,539,689 12
Purification apparatus	902,349 55	.....	.....	1,307,572 55
Accessory equipment at works...	490,525 25	Cr. $7,008 73	2,600 00	1,357,561 93
Gas meters	.....	.....	.....	18 93
Gas engines and appliances.....	.....	.....	13 23	9 68
Gas tools and implements.....	32,273 39	.....	18,960 11	74,504 29
Engineering and superintendence	47,330 98	.....	.....	256,137 73
Interest during construction.....	101,714 57	.....	.....	261,530 87
Misc. construction expenditures.	43,341 27	.....	.....	245,466 88
Unfinished construction	1,782,049 57	.....	.....	1,782,049 57
Total	$5,982,471 73	Cr. $7,008 73	$37,386 65	$10,555,791 33

Details of Expenditures for Property.— Land devoted to gas operations, $99,661.05; railroad equipment, standard gauge, $117,399.04; generator house, $598,451.63; pump house, $18,993.70; boiler house, $101,821.81; exhauster house, $6,257.09; tar extractor house, $33,112.35; chimney boiler house, $5,592.86; gas oil tanks, $60,634.97; tar tanks, $8,003.40; emulsion separating tank, $11,873.92; oxide yard, $6,828.67; railroad, $162,910.10; relief holder, $260,032.53; boiler house, contents, $213,933.46; tools and implements, $32,273.39; engineering departments, $47,330.98; shaving scrubbers, $66,-452.99; purifiers, $520,974.60; tar extractor house contents, $43,456.39; separators, $20,662.74; condensers, $250,802.83; generator house contents, $861,107.95; meter house contents, $73,441.29; pump house contents, $5,700.15; general connections, $107,719.10; general electric distribution system, $33,070.88; exhauster house contents, $20,585.69; coal unloading towers, $6,577.16; coal storage bridge, $22,527.24; coal handling apparatus adjacent to generator house, $6,179.68; fuel handling apparatus adjacent to generator house, $125,944.56; ash handling apparatus, $78,128.07; sundry expense, $29,100.73; office expense, $8,218.35; interest on construction expenditures, $101,714.57; unfinished construction, $1,782,049.57; minor projects, $32,946.24; total, $5,982,471.73.

Equipment Retired during Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Cost of dismantling	Amount recovered	Amount charged to replacement reserves
Pumping units	3	$2,600 00	.....	$1,200 00	$1,400 00
Maxwell Berline.....	1	996 37	.....	140 00	856 37
Fire brick storage shed.	1	14,816 94	.....	7,000 00	7,816 94
Peerless double oven range	1	13 23	.....	.....	13 23
Removing illuminating gas boiler	.....	.....	$539 02	.....	539 02
Tools and implements.	.....	19,644 21	.....	.....	19,644 21
Total	———	$38,070 75	$539 02	$8,340 00	$30,269 77

Miscellaneous Investments.— Held free: Fire insurance participation certificates, par value and amount at which carried on books, $257,889.40; income accrued

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The Astoria Light, Heat and Power Company

during year, $7,736.66; U. S. 1st Liberty loan 3½'s, 1947, par value and amount at which carried on books, $8,350; income accrued during year, $293.09; U. S. 2nd Liberty loan 4¼'s, 1942, par value and amount at which carried on books, $500; income accrued during year, $21.25; U. S. 3rd Liberty loan 4¼'s, 1928, par value and amount at which carried on books, $20,450; income accrued during year, $6,552.06; U. S. 3rd Liberty loan 4¼'s, 1928, par value and amount at which carried on books, $720,000; income accrued during year, $24,819.82; U. S. 4th Liberty loan 4¼'s, 1938, par value and amount at which carried on books, $20,400; income accrued during year, $943.17; U. S. 5th Victory loan 4¾'s, 1924, par value and amount at which carried on books, $12,450; income accrued during year, $613.16; total par value and amount at which carried on books, $1,040,039.40; income accrued during year, $40,979.23.

Bills and Accounts Receivable from Associated Companies

NAME OF COMPANY	Charges and advances during year	Reimbursed during year	Amount at close of year	Interest accrued during year
New Amsterdam Gas Co.....	$422,518 08	$407,673 75	$27,291 26	.....
Consolidated Gas Co.....	13,276,285 79	12,188,187 70	1,840,088 44	.....
East River Gas Co.....	546,209 71	535,737 49	5,209,784 93	[a] $361,981 67
National Coke & Coal Co.....	87,799 72	115,550 00	844 71	.....
Central Union Gas Co.....	41,224 69	37,186 70	5,476 42	.....
N. Y. & Queens Gas Co.....	15,855 75	15,787 56	80 00	.....
Standard Gas Light Co.....	150,614 04	137,622 20	16,187 07	.....
Westchester Lighting Co.....	14,544 68	11,848 49	2,696 19	.....
N. Y. Mutual Gas Light Co..	18,843 43	17,258 15	1,585 28	.....
Total	$14,573,895 89	$13,466,852 04	$7,104,034 30	$361,981 67

Miscellaneous Accounts Receivable.— Henry Bower Chemical Mfg. Co. (Residuals), $57,353.90; The Barrett Co., $51,651.99; U. S. Gov't (Chief of Ordnance), $3,095.78; U. S. Gov't (Gas Defensive Division), $58,483.07; miscellaneous, $7,256.30; total, $177,841.04.

Materials and Supplies

Anthracite coal.....	$106,960 26	Ammonia sulphate.....	$14,565 42
Gas oil.....	147,159 66	Cyonogen	29,524 80
Coal for carbonizing.....	423,352 02	Ammonia	2,323 08
Iron mass mixed.....	96,530 74	Pipe and fittings.....	40,400 45
Coke	137,414 67	Bolts, nuts, screws, rivets, etc.	18,716 56
Coal gas tar.....	14,839 38	Structural steel.....	42,327 33
Water gas tar.....	9,375 07	Valves, cocks, grease cups, etc.	17,928 12
Ammoniacal liquor	3,889 19	Electrical repair parts.....	12,594 18
Carbon	1,220 28	Lumber	3,312 51
Shavings	2,001 99	Miscellaneous	22,869 75
Sulphuric acid.....	4,294 84		
Copperas	10,231 06		
Iron mass unmixed.....	5,437 74		
Drip oil.....	6,840 00	Total	$1,174,109 10

Other Suspense.— Bank discount, $61,458.33; miscellaneous suspense items to be adjusted in 1921, $20,758.54; total, $82,216.87.

[a] Interest rate, 7%; amount received during year, $387,837.51.

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The Astoria Light, Heat and Power Company

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage gold coupon bonds
Nominal date of issue	———	Oct. 1, 1913
Date of maturity	———	Oct. 1, 1963
Interest, rate and dates	———	5½% A. & O.
Denominations	1 share = $100	Interim
Authorized by company	$10,000,000	$5,000,000
By public authority	10,000,000	5,000,000
Actually issued, prior to year	10,000,000	5,000,000
Cash realized	10,000,000	5,000,000
Actually outstanding	10,000,000	5,000,000
Interest accrued and dividends declared	600,000	275,000
Interest charged to income	———	275,000
Interest and dividends paid	600,000	275,000
Interest and dividends not due	.....	68,750
Trustee under mortgage	———	Farmers Loan and Trust Co.

Bills and Accounts Owing to Associated Companies.—Advances owing to Consolidated Gas Co. at end of year, $1,830,060.66; interest accrued during year, $9,420.54; paid, $2,713.69. Other advances (Non-interest bearing): Central Union Gas Co., $3,737.44; East River Gas Co. of Long Island City, $42,356.47; New Amsterdam Gas Co., $54,955.12; New York & Queens Elect. Lt. & Pr. Co., $25.59; New York Edison Co., $11.37; Standard Gas Light Co., $1,246.55; National Coke & Coal Co., $48.00; total current account, $1,932,441.20.

Miscellaneous Accounts Payable.—Coal, $601,625.82; oil, $396,793.49; retained portion of contractors profit, $37,774.69; miscellaneous, $95,926.28; total, $1,132,120.28.

Other Unfunded Debt.—Wages accrued, $32,739.46; water charges accrued, $2,742.08.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Contingency [4]	$2,906,166 67	.....	.....	$2,906,166 67
Renewals and replacements — plant withdrawn from service [4]	93,867 28	[5] $61,672 19	$30,269 77	125,269 70
Fire insurance participation	240,698 06	17,191 34	.....	257,889 40

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Operating revenue — sales of gas:				
To Consolidated Gas Co.:				
Cost	[6] 12,334,214	66.71	$8,228,499 28	$1,899,033 66
Rent		9.72 [7]	1,198,230 60	8,230 60
Total		76.43	$9,426,729 88	$1,907,264 26
Commercial metered lighting	224.8	80.00	179 84	D 795 60
Total sales	12,334,438.8	———	$9,426,909 72	$1,906,468 66
Miscellaneous revenues			3 00	D 117,744 16
Total operating revenue			$9,426,912 72	$1,788,724 50

[4] See note 1, and *Depreciation*, page 771.
[5] Based on 0.5 c. per M. cu. ft. sold.
[6] Measured at respondent's station meters; delivered at the New York end of the tunnels running from Astoria and Ravenswood in the Borough of Queens to the Boroughs of Manhattan and Bronx.
[7] Represents return on investment (excluding tunnels) at 7 per cent.

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The Astoria Light, Heat and Power Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[8]	Net amount for year
Operating expenses:		
Gas making labor	6.42	$793,530 86
Boiler fuel	3.25	401,519 23
Generator fuel	[9] 7.56	932,812 63
Gas oil	[9] 21 45	2,646,828 50
Gas coal	[10] 32.90	4,058,743 61
Coal gas enricher [11]	[10] 2.00	247,155 06
Electric power house operation	0.81	99,734 84
Other supplies and expense	1.91	235,676 06
Repairs at works	5.67	699,443 84
Total works expense	81.96	$10,115,444 67
Less residuals produced — Cr.	25.32	3,123,696 49
Total of foregoing	56.66	$6,991,748 18
Net cost of gas in holder:		
Coal gas	61.87	2,854,105 52
Water gas	53.56	4,137,642 66
All gas	56.66	6,991,748 18
Total production expenses	56.69	
Inventory adjustments and duplicate charges — Cr.	0.15	18,155 32
General expenses (excluding depreciation)	1.12	137,931 69
Total of foregoing	57.66	$7,111,524 55
Renewals and replacements — plants withdrawn from service [12]	0.50	61,672 19
Total (including amortization) [12]	58.16	$7,173,196 74
Tax accruals	3.91	482,095 06
"Joint facilities and arrangements"	4 24	523,152 50
Total of expenses, taxes, etc.	66.31	$8,178,444 30
Operating income applicable to corporate property		$1,248,468 42
Non-operating income: Interest on National City Co., bank balance, $3,645.67; on fire insurance participation certificates, $7,736.68; on Liberty bonds, $36,690.92; on loan to East River Gas Co, $361,981.67; *less* Federal corporation tax, $39,868.16		370,195 78
Gross corporate income		$1,618,664 20
Deductions from gross income: Interest on unpaid taxes, $7,386.46; interest on funded debt, $275,000		282,386 46
Net corporate income		$1,336,277 74

[8] The ratios for net cost of gas in holder and preceding items are based on 12,338,557 M. cu. ft. of gas made (coal gas 4,612,913 M. cu. ft., water gas 7,725,644 M. cu. ft.), those for total production expenses and following items, on 12,334,[illegible] M. cu. ft. gas sold.

[9] Water gas expense only; ratios for the 7,725,644 M. cu. ft. made are, generator fuel, 12.07; gas oil, 34.26.

[10] Coal gas expense only; ratios for the 4,612,913 M. cu. ft. made are: gas coal, 87.99; coal gas enricher, 5.36. (See note 11.)

[11] [Apparently includes only a portion of the cost of the oil used for enrichment, remainder being included in "water gas oil."]

[12] [The company makes no charge to operating expense account, general amortization. Instead it has included in operating expenses an unauthorized account, "Renewals and replacements — plant withdrawn from service," for which concurrent credit is made to a similarly named reserve. See *Depreciation*, page [illegible]]

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The Astoria Light, Heat and Power Company

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919		$5,436,463 90
Balance for year transferred from income		1,336,277 74
Adjustment — Cyanogen sludge and water gas tar sales, 1919		11,328 66
Adjustment — Real estate taxes, 1917–18–19		4,171 15
Adjustment — Gross earnings tax, 1918		5,359 28
Refund — Penn State tax on coal shipments		314 20
Sundry credits in connection with U. S. Govt. oper. 1918		1,678 72
Inventory adjustment — Materials and supplies, 1916–17–18–19		68,532 32
Inventory adjustment — Bituminous coal		33,401 61
Excess of sales over cost price of clam shell unloading rig and bucket.		3,700 00
Total		$6,901,727 58
Dividends declared, 6% on $10,000,000 of stock	$600,000 00	
Adjustment — Cyanogen sludge and water gas tar sales, 1919	11,334 65	
Adjustment—Real estate taxes, 1917–18–19	4,170 65	
Adjustment—Gross earnings tax, 1918	5,404 35	
Inventory adjustment—Bituminous coal	33,341 61	
Total deductions		654,251 26
Surplus, December 31, 1920		$6,247,476 32

Joint Facility Rents.— East River Gas Co. of L. I. City, part of capacity of Ravenswood tunnel, $52,907.40; partial use of 48-inch & 60-inch mains, $63,956.93; partial use of Astoria tunnel, $391,329.62. Standard Gas Light Co., partial use of 48-inch Harlem river mains, $14,958.55; total, $523,152.50.

Gas enriched by [12] New Amsterdam Gas Co. (2,248,784,200 cu. ft.) at $271,870.59. Gas oil used, 3,782,826 gallons; cost, $270,924.60; oil tar produced, 548,673 gallons; value thereof, $23,063.20; charged by New Amsterdam Gas Co. based on invoice cost of oil used by them for respondent's account, $270,924.60, less allowance for value of residuals produced, $23,769.52, plus 10%, $24,715.51; total, $271,870.59 charged to coal gas enricher.

Sale of Residuals and By-products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 1, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 9.5 cents per M cu. ft. manufactured. The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item "Renewals and Replacements — plant withdrawn from service," charging thereto in 1920, 0.5 cents per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables I–IV.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

Source and Disposition of Gas.— See Table XII.

Materials and Residuals.— See Tables IX and XI.

Accidents.— See Tables XXVII and XXVIII.

Employees and Wages.— See Tables XXX and XXXI.

[12] [See addendum to abstract of Consolidated Gas Co. for further details as to joint facility charges.]

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The Astoria Light, Heat and Power Company

Officers.— President, Wm. H. Bradley; Vice-President, Horace W. Fuller; Assistant Secretary, C. M. Carbonell; Treasurer, C. G. M. Thomas; Auditor, F. L. Lambrecht; Controller, R. A. Carter.

Directors.— George F. Baker, N. F. Brady, George B. Cortelyou, Donald G. Geddes, Wm. Rockefeller, John A. Garver.

Main Business Office.— 130 E. 15th Street, New York City.

Report verified by W. H. Bradley, President, March 15, 1921.

THE BRONX GAS AND ELECTRIC COMPANY

Incorporated August 16, 1893. Supplies water gas and electricity in that section of the Borough of the Bronx lying east of the Bronx river, formerly the old town of Westchester, exclusive of the incorporated village of Williamsbridge.

Respondent reports that the stock books were not closed during the year 1920, but that on February 21, 1921, a list of stockholders was compiled. As of this date the Consolidated Gas Co. was entitled to 4,645 votes, out of a total of 4,865.

Important Changes during the Year.— Securities purchased: First and refunding mortgage bonds, at par, $20,000; for sinking fund, $13,000, and casualty and insurance fund, $7,000.

Power contract with United Electric Light and Power Co., effective November 10, 1920; termination to be on two years' written notice after the first year; consideration, the investment in equipment and apparatus; amount of business done during 1920, $12,726.49.

No new powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920		Increase or (D) decrease
$14,760 37	Cash	$20,757 47		$5,997 10
.....	Bills receivable — time	3,800 00		3,800 00
54,754 47	Accounts receivable from City of New York	74,266 75		19,512 28
75,164 68	Consumers' accounts receivable	89,312 57		14,147 89
30,987 64	Other accounts receivable	12,736 15	D	18,251 49
30,300 00	Special deposits for coupons	30,675 00		375 00
11,243 03	Other deposits (sinking funds uninvested)[2]	9,630 00	D	1,613 03
2,111 86	Prepayments (insurance)	4,769 10		2,657 24
141,476 21	Materials and supplies	124,350 71	D	17,125 50
	"Fixed Capital December 31, 1908."			
230,517 71	Electric department	228,572 58	D	1,945 13
366,342 47	Gas department	356,249 34	D	10,093 13
210,896 70	General capital	210,666 21	D	230 49
	Fixed capital installed since 1908:			
351,212 70	Electric department	397,563 96		46,351 26
403,200 52	Gas department	421,556 63		18,356 11
65,458 30	General capital	71,913 65		6,455 35
1,627,628 40	Total book cost	*1,686,522 37*		*58,893 97*
73,335 10	Accrued amortization of capital — Cr.[1]	*83,818 33*		*10,483 23*
1,554,293 30	Total fixed capital — net	*1,602,704 04*		*48,410 74*
16,843 59	Work in progress	71,875 73		55,032 14
105,630 00	Unamortized debt discount and expense[3]	106,968 00		1,338 00
1,442 15	Other suspense	21,110 50		19,668 35
$2,039,007 30	Total	$2,172,956 02		$133,948 72

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of the cost of perishable property (see *Depreciation*, page 779); but it reports on the liabilities side of the balance sheet the reserve "Accrued Amortization of Capital" that contains accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[2] [In addition there is included, in the sinking fund, $96,000 of respondent's own bonds, of which $13,000 was added during the year.]

[3] See note 5.

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The Bronx Gas and Electric Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE	December 31, 1920	Increase or (D) decrease
$35,433 51	Taxes accrued	$55,408 09	$19,974 58
50,000 00	Bills payable — due on time [4]	50,000 00	.....
46,516 63	Consumers' deposits	49,668 11	3,151 48
51,250 52	Miscellaneous accounts payable	159,303 12	108,052 60
174 00	Dividends declared	174 00	.....
27,950 00	Interest accrued on funded debt	27,825 00	D 125 00
3,135 92	Interest accrued on unfunded debt	5,875 30	2,739 38
7,317 52	Other unfunded debt	10,708 46	3,390 94
1,110,000 00	Mortgage bonds	1,110,000 00	.....
94,243 03	Sinking fund and other contractual reserves [5]	105,630 00	11,386 97
18,360 87	Casualties and insurance reserves	16,789 07	D 1,571 80
47,350 00	Suspense credit balances	[6] 2,850 00	D 44,500 00
486,500 00	Common stock	486,50 00	.....
60,775 30	Corporate surplus [7]	92,224 87	31,449 57
$2,039,007 30	Total	$2,172,956 02	$133,948 72

Contingent Liabilities. None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— Details of items retired not reported; (balances in the several sub accounts were shown in the 1917 abstract).

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Electric				
Power plant buildings	$4,126 62	.....	.....	$29,753 31
Furnaces, boilers and accessories	2,923 70	.....	$168 98	52,438 54
Turbo-generators	.....	.....	.....	61,235 51
Accessory electric power equipment	22 26	.....	.....	20,422 71
Miscellaneous power plant equipment	.....	Cr. [8] $100 00	214 08	1,272 32
Substation buildings	331 22	.....	.....	331 22
Substation equipment	19 63	.....	.....	5,764 42
Poles and fixtures	2,989 79	.....	18 69	50,797 46
Underground conduits	.....	.....	.....	1,811 92
Transmission system	366 90	.....	.....	7,184 34
Distribution system	8,692 93	.....	20 62	40,811 84
Line transformers and devices	5,959 66	[9] 86 76	422 90	18,339 99
Electric services	9,520 43	Cr. [10] 967 85	.....	10,690 85

[4] Owing to Columbia Trust Co., due March 6, 1921.

[5] (Represents the total balance in sinking fund reserves for the amortization of discount on bonds, and is in effect a credit to Unamortized debt discount and expense.)

[6] Interest due January 1, 1921, on bonds held in the reserves.

[7] "Attention is called to the fact that during 1920 there has been taken into income $15,795.65; and also income for the years 1919 and 1918, $14,556.22 and $9,328.56 respectively, which is due from the City of New York for street lighting representing an increase in the rates bid for this class of lighting which the city has refused to pay. In addition no amounts were set aside for amortization of capital in 1918 or 1919."

[8] Value of pump transferred from "Misc. power plant equipment" to "Construction work in progress."

[9] Correcting entry for transformer retired in 1918 applicable to fixed capital December 31, 1908.

[10] Service charges to new consumers.

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The Bronx Gas and Electric Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec 31, 1920
Electric — Concluded				
Electric meters	$14,790 83	.....	$29 79	$40,873 37
Electric meter installation	865 27	Cr. [11] $3 25	.....	4,284 67
Municipal street lighting system	1,423 71	.....	22 09	50,614 67
Electric tools and implements	150 00	.....	.....	535 57
Electric laboratory equipment	435 83	.....	31 59	3,729 39
Engineering and superintendence	900 00	.....	.....	900 00
Miscellaneous construction expenditures	.....	Cr. [12] 5,010 36	224 48	Cr. 4,328 14
Total — electric	$53,519 38	Cr. $6,014 70	$1,153 22	$397,563 86
Gas				
Works and station structures	$1,145 29	.....	$1,010 90	$9,530 35
Holders	.....	.....	.....	238 52
Furnaces, boilers and accessories	.....	.....	.....	364 22
Miscellaneous power plant equipment	.....	.....	22 54	.....
Water-gas sets and accessories	235 72	.....	27 00	38,695 35
Purification apparatus	.....	.....	.....	1,993 82
Accessory equipment at works	55 90	.....	1,483 37	4,134 07
Trunk lines and mains	10,389 30	.....	247 24	238,964 45
Gas services	8,389 82	Cr. [10] $2,116 74	12 34	44,249 23
Gas meters	1,285 68	.....	28 25	25,796 35
Gas-meter installation	533 37	.....	.....	4,206 95
Gas tools and implements	95 35	.....	265 63	362 86
Gas laboratory equipment	108 19	.....	18 50	1,505 11
Engineering and superintendence	900 00	.....	.....	900 00
Miscellaneous construction expenditures	.....	.....	.....	464 34
Total gas	$23,588 62	Cr. $2,116 74	$3,115 77	$421,556 63
General				
General structures	.....	.....	.....	$20,498 37
General equipment	$7,285 35	.....	$830 00	$1,417 99
Land devoted to gas and electric operations	.....	.....	.....	19,997 29
Total — general	$7,285 35	.....	$830 00	$71,913 65

Construction Work in Progress.— Incomplete line jobs, $23,629.41; incomplete gas main jobs, $2,582.93; incomplete plant projects, $45,663.39; total, $71,875.73.

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired [13]	Amount of salvage	Amount charged to accrued amortization of capital
Tanks	4	$1,010 90	.....	$1,010 90
Tar still	1	1,083 53	.....	1,083 53
Gas mains and services	6,981 ft.	2,882 22	$1,070 85	1,811 37

[10] Service charges to new consumers.
[11] For 1 knife switch erroneously charged to electric meter installation.
[12] Salvaged materials impossible to allocate to specific fixed capital accounts.
[13] "All fixed capital, December 31, 1908, items are retired at figures given under the order of the Public Service Commission in Case No. 1667, at depreciated values as of December 31, 1908."

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The Bronx Gas and Electric Company

Equipment Retired during the Year — Concluded

CLASS OF EQUIPMENT	Number of units retired	Cost of equipment retired [13]	Amount of salvage	Amount charged to accrued amortization of capital
Gas holders	1	$7,258 32	.....	$7,258 32
Line transformers	15	1,024 16	.....	1,024 16
Worthington jet condenser	1	1,004 84	.....	1,004 84
Line material recovered	.....	.....	$793 18	Cr. 793 18
Miscellaneous equipment	.....	3,103 77	550 65	2,553 12
		$17,367 74	$2,414 68	$14,953 06

Materials and Supplies

ELECTRIC DEPARTMENT	Cost	GAS DEPARTMENT	Cost
Bituminous coal	$11,517 93	Anthracite coal	$16,132 14
Anthracite coal	2,473 29	Gas oil	14,935 53
Lubricants, oil and grease	227 74	Coke	237 59
Incandescent lamps, carbon	90 62	Cast iron pipes and fittings	25,374 47
Incandescent lamps, tungsten	4,865 54	Wrought iron pipes and fittings	1,483 79
Motors	628 98	Gas ranges	2,899 27
Heaters, fans, etc.	510 14	Gas jobbing material	3,809 77
Poles	4,880 59	Misc. valves, fittings, etc.	5,926 13
Crossarms	3,207 94		
Pins	308 81		
Brackets	134 11	Total — gas	$70,798 69
Insulators	417 02		
Copper wire and cables	10,651 07		
Iron guy and suspension wire	410 74		
Electric jobbing material	1,517 33		
Miscellaneous line material	11,710 12		
Total — electric	$53,553 02	Grand total	$124,350 71

Other Suspense.— Real estate improvements, $1,442.15; amounts pending final classification applicable to reconstructing and rerouting lines due to new subway construction, $19,668.35; total, $21,110.50.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage bonds	First and refunding mortgage bonds
Nominal date of issue	———	1901	1910
Date of maturity	———	1950	1960
Interest, rate and dates	———	5%, J. & J.	5%, J. & J.
Denominations	1 share = $100	$1,000 00	$1,000 00
Authorized by company	$500,000 00	500,000 00	1,500,000 00
By public authority	———	500,000 00	1,277,000 00
Only nominally issued	.....	.....	223,000 00
Held free	.....	.....	109,000 00
In sinking or other fund	.....	.....	[14] 114,000 00
Actually issued	486,500 00	500,000 00	1,103,000 00
Issued prior to year	486,500 00	500,000 00	1,103,000 00
Cash realized	([15])	500,000 00	492,250 00
Property consideration	([15])	.....	493,000 00
Discount	.....	.....	117,750 00

[13] See note on preceding page.

[14] During the year the company purchased for the sinking fund bonds to the par value of $13,000; and for the casualty and insurance fund, bonds to the par value of $7,000.

[15] Issued for cash, property and services.

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The Bronx Gas and Electric Company

***Securities* — Concluded**

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage bonds	First and funding gage bo[illegible]
Actually issued during year	.....	.....	.....
Reacquired and retired, etc.	.....	$493,000 00	.....
Actually outstanding	$486,500 00	7,000 00	$1,103,000 00
Interest accrued and dividends declared	.....	350 00	55,150 00
Interest charged to income	.....	350 00	55,150 00
Interest and dividends paid	.....	350 00	55,150 00
Interest and dividends matured and unpaid	174 00	175 00	27,650 00
Market price: Highest, lowest, last sale.	N. R.	N. R.	N. R.
Trustees under mortgages	———	[N. Y. Trust Co.] [16]	Columbia Trust Co.

Miscellaneous Accounts Payable.— Standard Oil Co. of N. Y. for gas oil, $48,57[illegible].33; General Electric Co., $38,309.43; other accounts payable, $72,418.36; total, $159,303.[illegible]2.

Other Unfunded Debt.— Water charges accrued, $33.86; line extension advances by consumers, $10,674.60; total, $10,708.46.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued amortization of capital — Gas	$28,041 58	[17] $14,888 33	[18] $13,764 39	$29,165 52
Accrued amortization of capital — electric	45,293 52	[19] 12,875 88	[18] 3,516 59	54,652 81
Sinking fund no. 1, case 1160 [20]	73,091 07	8,938 93	.....	82,030 00
Sinking fund no. 2, case 1287 [20]	7,500 00	.....	.....	7,500 00
Sinking fund no. 3, case 1390 [20]	3,100 00	.....	.....	3,100 00
Sinking fund no. 4, case 1667 [20]	7,029 44	1,870 56	.....	8,900 00
Sinking fund no. 5, case 1940 [20]	3,522 52	577 48	.....	4,100 00
Casualty and insurance	18,360 87	10,389 69	11,961 49	16,789 07

Suspense credit balances: Sinking fund coupons, $2,400; casualty fund coupons, $450; total, $2,850.

INCOME STATEMENT

(*A*) *Electric Department*

Operating revenues — sales of electric current:	Kw.hrs. delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Municipal street lighting (incandescent)	1,275,821	8.75	[21] $111,584 27	$2,704 42
Lighting municipal buildings	25,783	10.0	2,578 40	D 20 60
Commercial metered lighting	1,354,668	9.89	133,945 77	31,877 65
Commercial metered power	282,990	7.06	19,993 00	8,287 89
Total sales	2,939,262	———	$268,101 44	$42,849 36
Miscellaneous electric revenue: Rent of electric meters, $645.13; merchandise and jobbing, $1,258.39; [22] miscellaneous, $516.23			2,419 75	D 3,378 06
Total electric operating revenue			$270,521 19	$39,471 30

[16] [As reported by the company in 1913.]
[17] Includes $1,295.85, salvage.
[18] These figures do not represent the net loss on capital retired during the year, but include salvage recoveries of $2,327.92.
[19] Includes $1,118.83 salvage.
[20] Reserve for amortization of discount on bonds in accordance with the order of the Commission.
[21] Of this amount $15,795.65 represents an increase in rates bid by the company for street lighting for 1920 which the city refuses to pay.
[22] Receipts from sale of merchandise and from jobbing, $9,565.18; *less* cost of materials sold, $8,306.79.

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The Bronx Gas and Electric Company

INCOME STATEMENT — *Continued*

(*A*) *Electric Department* — Concluded

	Cents per kw.hr.[22]	Net amount for year	Increase or (D) decrease
Operating expenses:			
Power plant labor	.85	$25,410 37	$3,529 24
Fuel for power	1.01	39,325 36	D 2,474 42
Water supplies and expenses	.24	7,223 41	654 09
Repairs	.47	13,982 76	7,915 51
Power from other sources[24]	2.02	12,726 49	12,726 49
Total production expenses	3.357	$98,668 39	$22,350 91
Transmission and distribution	.871	25,596 36	3,382 93
Commercial utilization	.019	569 62	255 13
Municipal street lighting	.261	7,688 79	D 977 57
Commercial administration	.200	5,876 34	2,701 76
Promotion of business	.023	664 73	97 23
General (exclusive of depreciation)	1.027	30,188 97	6,459 49
Total of foregoing	5.758	$169,253 20	$34,269 88
General amortization[25]	.400	11,757 05	11,757 05
Total (including amortization)	6.158	$181,010 25	$46,026 93
Uncollectible operating revenue	.021	605 81	177 35
Tax accruals	.377	11,085 61	1,198 18
Subway duct rent charges	.033	968 19	968 19
Total expenses, taxes, etc.	6.589	$193,669 86	$48,370 65
Electric operating income	2.615	$76,851 33	D $8,899 35

(*B*) *Gas Department*

	M cu. ft. delivered	Rate or average price	Net amount for year	Increase or (D) or decrease
Operating revenues — sales of gas:				
Lighting municipal buildings	1,961.1	$1 50	[26] $2,941 65	$990 75
Commercial metered lighting	224,580.3	1 50	336,015 40	87,585 68
Total sales	226,541.4	—	$338,957 05	$88,576 43
Miscellaneous revenue — Merchandise and jobbing[27]			7,448 89	795 88
Total gas operating revenue			$346,405 94	$89,372 31

	Cents per M cu. ft.[28]		
Operating expenses:			
Gas making labor	6.63	$17,313 07	$2,006 36
Boiler fuel	3.50	9,148 20	796 24
Generator fuel	14.78	38,600 82	10,116 53
Gas oil	44.53	116,263 77	39,388 43

[22] The first four ratios are based on 3,003,895 kw.hrs. (net output after deducting 820,275 kw.hrs. used at generating station); the next ratio on 630,800 kw.hrs. purchased; and the following ratios on 2,939,262 kw.hrs. sold.

[24] Purchased 630,800 kw.hrs. from United Electric Light and Power Co. under agreement of November 10, 1920.

[25] The company has not filed an amended rule showing the basis of the charges for depreciation as provided for by the Uniform System of Accounts.

[26] Gas for municipal buildings has been billed New York City at the regular consumer's rate of $1.50 per M cu. ft. but not paid for.

[27] Receipts from sale of merchandise and from jobbing, $36,667.94 *less* cost of material sold, $29,219.05.

[28] The ratios for net cost of gas in holder and preceding items are based on 261,092 M cu. ft made; those for total production expenses and the following items are based on 226,541.4 M cu. ft. sold.

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The Bronx Gas and Electric Company

INCOME STATEMENT — *Concluded*

(*B*) *Gas Department* — Concluded

Operating expenses — *Concluded*	Cents per M cu. ft.[28]	Net amount for year	Increase or (D) decrease
Other supplies and expenses	2.44	$6,364 25	$365 98
Repairs at works	3.45	8,994 62	D 2,074 43
Total works expense	75.33	$196,684 73	$51,099 61
Less residuals produced — Cr.	2.13	5,571 20	4,819 68
Net cost of gas in holder	73 20		
Total production expenses	84.362	$191,113 53	$46,279 93
Transmission and distribution	12.094	27,397 41	3,957 98
Commercial administration	6.624	15,006 18	3,678 32
Promotion of business	.749	1,697 51	D 327 51
General (exclusive of depreciation)	20.177	45,709 68	D 4,036 32
Total of foregoing	124.006	$280,924 31	$49,552 40
General amortization[29]	6.00	13,592 48	13,592 48
Total operating expenses	130.006	$294,516 79	$63,144 88
Uncollectible operating revenue	1.208	2,736 93	1,528 72
Tax accruals	7.831	17,739 68	1,502 32
Total expenses, taxes, etc.	139.045	$314,993 40	$66,175 92
Gas operating income	13.866	$31,412 54	$23,196 39

(*C*) *Electric and Gas Departments Combined*

Operating income — electric and gas	$108,263 87	$14,297 04
Non-operating income: Interest on bank balances, $884.01; on bills receivable, $28	912 01	D 592 73
Gross corporate income	$109,175 88	$13,704 31
Deductions from gross income: Interest on funded debt, $55,500; interest on consumers' deposits, $3,313.75; interest on accounts payable, $587.22; interest on taxes, $2,739.38; interest on bills payable, $3,066.34; amortization of debt discount, $11,711.97; interest on bonds in casualty fund, $900	77,818 66	D 623 64
Net corporate income	$31,357 22	$14,327 95

CORPORATE SURPLUS	Amount
Surplus, December 31, 1919	$60,775 30
Credit balance for year transferred from income	31,357 22
Bad debts collected	133 10
Total	$92,265 62
Bad debts written off	40 75
Surplus, December 31, 1920	$92,224 87

Municipal Street Lighting.— Nitro-filled tungsten lamps: 345 (400 c. p.) at $90 per year; 150 (250 c. p.) at $60 per year; 2,177 (100 c. p.) at $33 per year; hours burning, 3,950 per year; total consumption, 1,275,321 kw. hrs.; amount of revenue, $112,042.09

[28] See note on preceding page.
[29] See note 25.

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The Bronx Gas and Electric Company

(discounts and abatements deducted, $457.82) of which the city refuses to pay, $15,795.65. This amount represents an increase in rates bid by the company of $5 per lamp per year for each of the 400 c. p. and 250 c. p. lamps, and $3 for each 100 c. p. lamps.

Sales of Residuals and By-products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII, Gas and Table XXXVI, Electric.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation see note introducing these abstracts. Under date of July 23, 1912, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — Gas" of 12 cents per M. cu. ft. of gas sold, and for a charge to "General amortization — electric" of 1 cent per kw. hr. of electric current sold [*less* cost of actual repairs]. Supplementary to the provisions of this rule the company added pro rata at the close of the year a sufficient amount to make the total credit to reserve $30,000 for the year. This procedure was followed down to and including the year 1917. In 1918 and 1919, nothing was reserved for general amortization. In 1920, 4 cents per kw. hr. sold was reserved for "General amortization — Electric" and 6 cents per M. cu. ft. sold was reserved for "General amortization — gas."

Taxes.—See Table XLIII.

MISCELLANEOUS INFORMATION

Gas Works and Holders.— See Tables II — IV.
Gas Mains.— See Tablle V.
Gas Services.— See Table VI.
Gas Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Electric Power Plant.— See Table XV.
Underground Conduits.— See Table XVI.
Circuits Poles and Transformers.— See Table XVI.
Electric Services.— See Table XVII.
Electric Meters.— See Table XVIII.
Electric Current Generated and Sold (*kid. hrs.*).— See Tables XXI; XXII; XV; XXVI.
Load Data.— See Tables XX and XXIII.
Accidents.— See Tables XXVII, XXVIII and XXIX.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President and General Manager, Eugene H. Rosenquest; Vice-President, A. B. Cruikshank; Secretary and Treasurer, Henry E. Butler; Assistant Secretary and General Purchasing Agent, William A. Root; Assistant Treasurer and Auditor, Allan A. Searle; Chief Engineer, John D. Alden.

Directors.— Eugene H. Rosenquest; Henry E. Butler; J. Horace Harding; Henry Sanderson; one vacancy existing.

Main Business Office.— 43 Westchester Square, Bronx, New York.

Report verified by Eugene H. Rosenquest, President and General Manager, March 16, 1921.

BROOKLYN BOROUGH GAS COMPANY

Incorporated February 21, 1908. Supplies water gas in the 31st ward, Borough of Brooklyn. The company is controlled by Caroline Foerderer Artman, administratrix of the estate of Robert H. Foerderer, the control having been acquired June 1, 1907.

Important Changes during the Year.— Rate per M charged to consumers increased on April 1, from $1.10 to $1.15; on August 1, from $1.15 to $1.40. No additional powers or franchises were acquired.

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Brooklyn Borough Gas Company

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$24,369 11	Cash	$20,352 40	D $4,016 71
9,260 99	Accounts receivable from City of New York	11,381 34	2,120 35
60,181 17	Consumers' accounts receivable	94,129 86	33,948 69
7,060 87	Other accounts receivable	5,667 70	D 1,393 17
1,267 60	Special deposits	[1] 554 38	D 713 22
1,712 39	Prepayment (Insurance)	6,337 05	4,624 66
89,312 21	Materials and supplies	139,794 89	50,482 68
2,031,421 00	Fixed capital — book cost [2]	2,286,494 22	255,073 22
434,669 27	Accrued amortization of capital — Cr.	489,750 58	55,141 31
1,596,511 73	Fixed capital — net	1,796,443 64	199,931 91
19,230 44	Work in progress	.....	D 19,230 44
40,889 89	Unamortized debt discount and expense	38,832 73	D 2,057 16
111,295 57	Other suspense [3]	121,682 93	10,387 36
$1,961,091 97	Total	$2,235,176 92	$274,084 95
	LIABILITIES SIDE		
.....	Taxes accrued	[4] $13,856 49	$13,856 49
.....	Bills payable — due on time	63,000 00	63,000 00
$142,860 35	Consumers' deposits	164,864 95	22,004 60
79,331 00	Miscellaneous accounts payable	121,154 30	41,823 30
10,416 67	Interest accrued on funded debt	10,416 67	.....
397 40	Other unfunded debt	311 37	D 86 03
1,000,000 00	Mortgage bonds	1,000,000 00	.....
925 75	Casualties and insurance reserves	.....	D 925 75
355,250 17	Other optional reserves	.....	D 355,250 17
750,000 00	Common stock	750,000 00	.....
Def. 378,089 37	Corporate surplus	111,573 14	489,662 51
$1,961,091 97	Total	$2,235,176 92	$274,084 95

Contingent Liabilities.— Rate reserve, $355,250.17, which represents collections from consumers in excess of 30c. per M cu. ft. billed.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital [5]

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to December 31, 1920
Land occupied by gas works	$2,414 09	Cr. $6 00	.....	$110,456 06
Occupied by outside holder stations	.....	.....	.....	20,627 45
Other land	.....	6 00	.....	21,113 81
Organization	.....	.....	.....	20,000 00
Other intangible gas capital	.....	.....	.....	60,000 00
General structures	1,550 91	.....	$468 18	26,906 75

[1] Deposit on municipal street lighting contract.

[2] [Under date of March 13, 1914, the Public Service Commission for the First District of the State of New York, issued an order as a result of appraisal and examination. In the said order, the value of the entire fixed capital accounts of the Brooklyn Borough Gas Co was fixed. The order provided that the fixed capital accounts of the company should be re-written as of January 1, 1914, in accordance with the fixed capital values fixed in the statement of the Commission, attached to and made part of the order.]

[3] Franchise and other intangibles in process of amortization.

[4] Includes $4,518.69 Income tax.

[5] See note 2.

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Brooklyn Borough Gas Company

Fixed Capital **— Concluded**

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to December 31, 1920
General equipment	$6,448 85	.....	$2,767 85	$20,851 65
Works and station structures	58,566 27	[6] $4,075 48	.....	171,258 79
Holders	61 44	.....	.....	297,565 14
Furnaces, boilers and accessories	4,750 30	.....	.....	39,127 24
Steam engines	.....	.....	.....	1,455 53
Water gas sets and accessories	33,202 76	[7] 1,086 69	.....	98,609 90
Purification apparatus	.....	.....	.....	44,676 75
Accessory equipment at works	3,934 80	[8] 26,890 61	160 00	122,645 61
Trunk lines and mains	53,476 90	[9] Cr. 1,654 80	.....	670,038 67
Gas services	51,648 01	[10] Cr. 25,752 10	.....	203,124 54
Gas-meter	28,579 55	.....	90 46	183,399 62
Gas-meter installation	9,372 67	.....	.....	59,031 01
Gas engines and appliances	.....	.....	917 80	10,755 82
Gas tools and implements	539 50	.....	.....	2,827 74
Gas laboratory equipment	285 58	.....	.....	2,322 14
Law expenditures during construction	.....	.....	.....	15,000 00
Taxes during construction	.....	.....	.....	5,000 00
Interest during construction	.....	.....	.....	65,000 00
Miscellaneous construction expenditures	.....	.....	.....	15,000 00
Unfinished construction expenditures	13,593 63	[11] Cr. 32,824 07	.....	.....
	$268,425 26	Cr. $28,178 19	$4,404 29	$2,286,194 22

Details of Construction Projects Completed During Year

General structures — iron window rails, steam heating system for office building	$1,460 91
Accessory equipment at works — 1 Davidson salt water pump, No. 12516.	3,106 56
Water gas sets and accessories — new "Lowe" water gas set; steam exhaust line for new set	32,473 86
Works and station structures — 1—400,000 gal. oil tank; brick extensions to generator and exhauster houses	58,088 14
Furnaces, boilers and accessories — piping for B. & W. boiler bt. 1919; 2—14 8¼ x 14 Davidson feed pumps and piping	4,418 12
Trunk lines and mains	51,822 10
Gas services — various sizes	25,895 91
Gas meters — various sizes, 2057	28,579 55
Gas meter installation — 2294 new sets	9,372 67
Minor projects	3,343 97
Construction work in progress	13,593 63
Miscellaneous items, the details of which are not shown	36,269 84
Total	$268,425 26

[6] Transferred from Unfinished Construction Work — distribution of 1918 and 1919 charges.
[7] Consists of credit, $7,491.47, transferred to unfinished construction, and debit, $8,578.16 transferred from unfinished construction.
[8] Transferred from unfinished construction of 1917-18-19-20.
[9] Consists of credit, $1,718.21 and debit, $63.41.
[10] Consists of debit, $47.91, and credits of $34.40 and $25,765.61.
[11] Consists of debit, $7,491.47; credit, $40,315.54.

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Brooklyn Borough Gas Company

Equipment Retired during the Year

CLASS OF EQUIPMENT	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to accrued amortization of capital
General equipment	6	$2,767 85	$1,028 00	$1,739 85
General structures	16	468 18	374 54	93 64
Gas engines and appliances	118	917 80	520 00	397 80
Accessory equipment at works	1	160 00	.....	160 00
Gas meters	13	90 46	.....	90 46
		$4,404 29	$1,922 54	$2,481 75

Materials and Supplies.— Bituminous coal, $5,795.90; anthracite coal, $11,076.14; gas oil, $44,906.99; iron oxide, $6,863.46; cast iron pipes and fittings, $14,945.79; wrought iron pipes and fittings, $12,732.00; gas ranges and water heaters, $33,788.76; gas lamps, portable, semi-indirect, $38.71; small appliances, $7,337.51; miscellaneous work supplies, $2,302.63; total, $139,794.89.

Unamortized Debt Discount and Expense.[12]— First mortgage, unamortized balance December 31, 1919, $10,966.28; charged to income during the year, $603.72; unamortized balance December 31, 1920, $10,362.56. General mortgage, unamortized balance December 31, 1919, $29,923.61; charged to income during the year, $1,453.44; unamortized balance December 31, 1920, $28,470.17. Total, $38,832.73.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Stock	First mortgage bonds	General mortgage bonds
Nominal date of issue	———	Mar. 5, 1898	June 1, 1905
Date of maturity	———	Mar. 1, 1938	June 1, 1945
Interest, rate and date	———	5% M. & S.	5% J. & J.
Denominations	1 share—$100	$1,000 00	$1,000 00
Authorized by company	1,000,000 00	500,000 00	[13] 1,000,000 00
By public authority	750,000 00	500,000 00	1,000,000 00
Actually issued, prior to year	750,000 00	500,000 00	500,000 00
Cash realized	250,000 00	235,852 50	448,880 00
Property consideration	500,000 00	240,000 00	.....
Discount	.....	24,147 50	51,120 00
Actually outstanding	750,000 00	500,000 00	500,000 00
Interest accrued and dividends declared	.....	25,000 00	25,000 00
Interest charged to income	.....	25,000 00	25,000 00
Interest and dividends paid	.....	25,000 00	25,000 00
Interest and dividends not due	.....	8,333 33	2,083 34
Trustees under mortgages	———	Title Guarantee and Trust	

INCOME STATEMENT

Operating revenues — sale of gas:	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Municipal street lighting	11,749.6	$0.75	$8,781 90	D $149 80
Lighting municipal buildings	1,495.7	0.75	1,121 10	330 61
Municipal heat and power	1,084.8	0.75	813 63	109 81
Prepaid gas[14]	74,709.7	1.25	91,534 56	16,088 30
Commercial metered lighting[14]	673,094.9	1.23	825,434 73	263,841 95
	762,134.7	———	$927,685 92	$280,370 87

[12] See Securities for particulars of funded debt including discount suffered, etc.
[13] Includes $500,000 held by trustee to refund first mortgage bonds when due.
[14] Includes amounts collected in excess of 80¢ rate, credited to a reserve by an offsetting charge to income.

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Brooklyn Borough Gas Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[16]	Net amount for year	Increase or (D) decrease
Miscellaneous revenues:			
Rent of gas appliances		$813 35	$395 31
Gas merchandise and jobbing revenue		[15] 35,195 21	7,057 30
Total operating revenue		$963,694 48	$287,723 48
Operating expenses:			
Gas making labor	5.55	$49,414 02	$17,112 41
Boiler fuel	5.15	45,854 28	16,549 89
Generator fuel	15.11	134,608 28	48,301 00
Gas oil	26.61	237,002 88	43,197 85
Other supplies and expenses	82	7,324 46	3,559 42
Repairs at works	3.41	30,375 87	17,483 54
Total works expense	56.65	$504,579 73	$146,209 11
Less residuals produced	1.73	15,443 83	4,142 58
Net cost of gas in holder	54.92	$489,135 90	$142,066 53
Total production expenses	64.18		
Transmission and distribution	8.56	65,252 51	10,100 07
Commercial administration	7.10	54,136 33	16,858 56
Promotion of business	1.24	9,441 66	447 82
General expense (including depreciation)	7.60	57,923 32	11,705 25
Total of foregoing	88.68	$675,889 72	$181,178 23
General amortization (reserved)	7.56	57,623 06	6,205 32
Total (including amortization)	96.24	$733,512 78	$187,383 55
Uncollectible operating revenue	21	1,618 19	388 59
Tax accruals	6.07	46,248 57	12,921 45
Total expenses, taxes, etc.	102.52	$781,379 54	$200,693 59
Operating income		$182,314 94	$87,029 89
Non-operating income: Rent revenue, $192; interest, $379.46; *less* rent expense, $94.05		477 41	D 224 19
		$182,792 35	$86,805 70
Deductions from gross income: Interest on funded debt, $50,000; on meter deposits, $5,381.25; on notes, $900; amortization of debt discount and expense, $2,057.16; bondholders' income tax, $307; rate reserve, [17] $289,439.90		348,076 31	115,978 11
Net corporate income ... *Loss*		$165,283 96	D $29,172 41

CORPORATE SURPLUS	Amount
Deficit, December 31, 1919	$378,089 37
Loss for year transferred from income	165,283 96
Amortization of franchise	[18] 38,106 76
Expenses incurred in proposed sale of Sheepshead Bay Rd. property	244 25
Total debits	$581,724 34

[15] Receipts from sale of merchandise and from jobbing, $134,017.26 *less* cost of materials sold, $98,822.05.

[16] The ratios for net cost of gas in holder and preceding items are based on 890,666 M cu. ft., made; those for total production expenses and following items in 762,134.7 M cu. ft., sold.

[17] Subsequently credited to corporate surplus.

[18] The year's charge to amortize (at the rate of 5¢ per M cu. ft., sold), the suspense account, "franchise and other intangible assets in process of amortization," set up in accordance with the order of the Public Service Commission (Case 1767).

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Brooklyn Borough Gas Company

CORPORATE SURPLUS — *Concluded*	Amount
Bad debts collected	$23 24
Salvage, sale of ashes	99 05
Amortization of franchise	[19] 48,494 12
Rate reserve	644,681 07
Total credits	$693,297 48
Surplus, December 31, 1920	$111,573 14

Municipal Street Lighting.— 830 lamps at $10.37 per year; gas per lamp hour, 3.6 cu. ft. (3,950 lamp hours per year); total consumption for year, 11,749.6 M cu. ft.; amount of revenue, $8,781.90.

Sale of Residuals and By-Products.— See Table XI.

Operating Expenses.— See Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of June 12, 1916, this company filed with the Commission an amended rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 14½ cents per M cu. ft. sold *less* the cost of repairs.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Table II–IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, Richard L. Austin; Vice-President, John Gribbel; Secretary and Treasurer, Clayton E. Platt; Superintendent, H. J. Dillon; Manager and General Purchasing Agent, M. E. Dillon.

Directors.— Richard L. Austin, Clayton E. Platt, John Gribbel, John B. Austin, Jr., Albert Seligman, Percival E. Foerderer, Louis C. Gerry.

Main Business Office.— 2909 West 17th street, Coney Island.

Report verified by Clayton E. Platt, Treasurer, March 15, 1921.

THE BROOKLYN EDISON COMPANY, INCORPORATED

The Kings County Electric Light & Power Co. changed its corporate name on January 10, 1919, to the Brooklyn Edison Co. Inc. and on January 27, 1919, merged the Edison Electric Illuminating Co. of Brooklyn.

Total number of votes cast at the last general meeting, February 24, 1920, was 120,962. The ten largest stockholders and their share holdings as of the close of the year, December 31, 1920, were: Estate of Anthony N. Brady, 27,578; Brooklyn Edison Investment Fund, 5,826; Estate of Hugh C. Grant, 4,453; J. & S. Ferguson, 3,540; Brooklyn Trust Co., 2,705; Genevieve C. Brady, 2,469; Eugene C. Woods, 2,462; Wm. H. Buckley, 2,459; Thos. E. Murray, 2,043; John Day Jackson, 1,830. Each share represents one vote and has a par value of $100.

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[19] Represents reduction of 3¢ per M cu. ft. from the amortization charges on gas sales for the years 1917, 1918 and 1919 authorized by the Commission's amendatory order of December 14, 1920, in Case 1767. (See preceding note.)

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The Brooklyn Edison Company, Incorporated

Respondent owns all of the stock of the Amsterdam Electric Light, Heat & Power Co. and the Edison Construction Co. and operates the property of the former as an intricate part of its own.

Important Changes during the Year.— General Mortgage Gold Bonds: Series B, C and D issued; par value, $10,000,000; cash received, $9,073,750. E. A. Bailey was elected Treasurer and E. W. Kells succeeded him as Secretary, June 21, 1920. W. P. Holcombe became General Purchasing Agent upon the resignation of H. F. Fraase, December 1, 1920. No additional powers or franchises were acquired.

BALANCE SHEET [1]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$228,179 38	Cash	$293,071 45	$64,892 07
271 12	Bills receivable — due on time	128 50	D 142 62
306,817 09	Accounts receivable from City of New York	450,323 85	143,506 76
1,260,597 18	Consumers' accounts receivable	1,696,873 07	436,275 89
660 11	Other accounts receivable	Cr. 345 35	D 1,005 46
22,031 05	Interest and dividends receivable	22,595 74	564 69
43,000 00	Other current assets—State Ind. Com. Deposit	68,000 00	25,000 00
240,844 40	Special deposits for coupons	402,615 40	161,771 00
309,734 12	Other special deposits	346,496 82	36,762 70
3,527 32	Prepayments	3,634 32	107 00
1,457,669 83	Materials and supplies	2,783,047 82	1,325,377 99
411,798 43	Stocks of associated companies / Funded debt of associated companies	411,798 43	.....
81,916 44	Advances to associated companies	89,476 83	7,560 39
217,350 00	Other investment securities	192,100 00	D 25,250 00
1,375,884 82	Real estate and other misc. investments [2]	1,400,960 47	25,075 65
18,043,470 31	"Fixed Capital, December 31, 1908"	17,752,723 47	D 290,746 84
24,738,311 25	Fixed capital installed since 1908 — Electric	32,156,252 37	7,417,941 12
37,318 86	Fixed capital installed since 1908 — other	37,318 86	.....
42,819,100 42	Total book cost	*49,946,294 70*	*7,127,194 28*
5,962,375 66	Accrued amortization of capital — Cr.[1]	*5,570,856 00*	*D 411,519 66*
36,856,724 76	Fixed capital — net	*44,375,438 70*	*7,538,713 94*
3,367 32	Temporary advances to associated companies	1,610 84	D 1,756 48
1,110,486 06	Unamortized debt discount and expense	2,011,765 55	901,279 49
315,398 28	Other suspense	Cr. 15,158 45	D 330,556 73
$44,226,257 71	Total	$54,534,433 99	$10,308,176 28
	LIABILITIES SIDE		
$784,633 04	Taxes accrued	$651,702 30	D $132,330 74
200,000 00	Bills payable — due on demand	.....	D 200,000 00
106,000 00	Bills payable — due on time	5,750 00	D 100,250 00
701,796 06	Consumers' deposits	851,495 82	149,699 76
352,596 71	Miscellaneous accounts payable	627,215 18	274,618 47

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (See *depreciation*, page 794); but it reports on the liabilities side of the balance sheet certain reserves — "Renewals and Replacements" and "Contingency Reserve," that contain accumulations made in former years through the prescribed accounts. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[2] Bonds of the Edison Electric Illuminating Co. of Brooklyn and the Kings County Electric Light & Power Co. having a par value of $742,000 and a book value of $796,960 (see *Miscellaneous Investments*, page 788) are held by the Central Union Trust Co. of New York as trustee, for the benefit of the Edison Selling Stockholders, having been acquired by it with the $1,000,000 fund deposited with it by the Kings County Elec. L. & P. Co. as a guarantee of the payment to the Edison Selling Stockholders of the interest on its purchase money bonds issued to them in exchange for their stock in the Edison Electric Illuminating Company of Brooklyn.

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The Brooklyn Edison Company, Incorporated

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$2,652 00	Dividends declared	$3,793 00	$1,141 00
383,608 41	Interest accrued on funded debt	573,572 06	189,963 65
81,703 57	Interest accrued on unfunded debt	129,948 06	48,244 49
56,768 16	Other unfunded debt	89,090 59	32,322 43
17,451,000 00	Mortgage bonds [3]	27,451,000 00	10,000,000 00
1,693,700 00	Convertible debentures	1,645,000 00	D 48,700 00
10,542 00	Premiums on stocks	10,542 00	.....
680,474 51	Casualties and insurance reserves	760,019 43	79,544 92
785,202 25	Other optional reserves	837,549 50	52,347 25
17,306,300 00	Common stock	17,355,000 00	48,700 00
3,629,881 00	Corporate surplus [3]	3,542,756 05	D 87,124 95
$44,226,257 71	Total	$54,534,433 99	$10,308,176 28

Contingent Assets.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908"— Credits during year on account of withdrawals and retirements: Generating station buildings, $579.60; steam and machinery apparatus, $170,097.31; electric apparatus — general station, $67,793.66; sub-station apparatus, $45,352; overhead transmission and distribution system, $7,220.27; service overhead and underground, $454. Debits during the year: Horses and trucks, $750; total net credits, $290,746.84.

Fixed Capital Installed since December 31, 1908 — Electric

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to cash December 31, 1920
Land occupied by outside sub-stations	$43,900 39	.....	.....	$86,739 22
Other land	20,500 00	.....	.....	308,141 14
Organization	.....	.....	.....	10,000 00
General structures	83,851 33	.....	$350 00	884,249 44
General equipment	116,444 30	.....	29,031 83	307,013 89
Power plant buildings	98,807 74	.....	.....	1,599,371 13
Furnaces, boilers, and accessories	634,716 61	.....	38,217 84	2,599,920 77
Steam engines	314,876 15	.....	6,418 30	1,700,051 17
Electric generators	227,900 89	.....	.....	528,649 81
Accessory electric power equipment	268,,227 88	.....	47,786 00	920,931 56
Miscellaneous power plant equipment	12,715 23	.....	.....	153,311 93
Substation buildings	211,931 72	.....	4,147 00	481,688 48
Substation equipment	678,047 04	.....	209,122 60	3,076,895 98
Poles and fixtures	99,578 81	.....	369 36	580,933 64
Underground conduits	1,086,021 44	.....	.....	3,596,459 32
Transmission system	826,258 57	.....	12,323 30	2,346,528 62
Distribution system —				
a. Overhead	329,038 41	.....	2,728 90	1,296,265 32
b. Edison tube	.....	.....	1,210 30	2,071 45
c. Other underground	661,480 69	.....	19,615 73	3,192,467 41
Line transformers and devices	128,567 12	.....	.....	442,129 40
Electric services	1,288,061 02	.....	61,522 20	4,422,937 56

[3] See this note on preceding page.

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The Brooklyn Edison Company, Incorporated

Fixed Capital Installed since December 31, 1908 — Electric —Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Electric meters	$498,733 39	.....	.....	$1,893,577 49
Electric meter installation	197,498 37	.....	.....	1,532,389 91
Municipal street lighting system	58 62	.....	.....	25,441 67
Commercial arc lamps	.....	.....	.....	30,593 01
Electric motors and heaters	559 23	.....	.....	84,583 05
Electric tools and implements	17,837 39	.....	.....	28,356 64
Electric laboratory equipment	6,184 84	.....	.....	25,032 44
Other tangible electric capital	.....	.....	.....	533 47
Engineering and superintendence	Cr. 1,012 70	.....	.....	Cr. 1,012 70
Total	$7,850,784 48	.....	$432,843 36	$32,156,252 37

Equipment Retired during Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Cost of removal	Amount of salvage	Amount charged to renewals and replacements
General structures	3	$650 00	$4,217 87	.....	$4,867 87
Power plant buildings	1	279 60	567 33	.....	846 93
Substation buildings	3	4,147 00	9,299 56	.....	13,446 56
General equipment	7	28,281 83	.....	$4,923 63	23,358 20
Furnaces, boilers, and accessories	13	59,317 84	22,763 41	.....	82,081 25
Steam engines	5	152,325 64	53,023 34	.....	205,348 98
Electric generators	1	67,793 66	8,323 50	.....	76,617 16
Accessory electric power equipment	9	47,786 00	.....	13,453 96	34,332 04
Miscellaneous power plant equipment	1	3,089 97	20	.....	3,090 17
Substation	17	254,474 60	.....	60,996 17	193,478 43
Poles and fixtures	1	369 36	35 62	.....	404 98
Transmission system	7	12,323 30	.....	9,981 09	2,342 21
Distribution system	20	30,775 20	.....	2,324 84	28,450 36
Electric services	18	61,976 20	.....	35,425 89	26,550 31
Electric meter installation	.....	.....	.....	956 38	Cr. 956 38
Electric meters	.....	.....	17 05	.....	17 05
Materials and supplies	.....	.....	32,768 27	.....	32,768 27
Merger accounts	.....	.....	463 71	.....	463 71
Total	——	$723,590 20	$131,979 86	$128,061 96	$727,508 10

Miscellaneous Investments

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition	Amount at which carried on books	Income accrued during year
Stocks and bonds of associated companies:				
Bound:				
Amsterdam Elec. L., H. & P. Co., 40-yr. 5% bonds, due 1937	$300,000 00	1899	$411,673 43	.....
Coupons	525 00	1899		
Stock	500,000 00	1900–05		
State Elec. L. & P. Co:				
Stock	18,500 00	1900–05	125 00	.....
30-yr. 5% bonds, due 1926	205,000 00	1908	Nominal	.....

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The Brooklyn Edison Company, Incorporated

Miscellaneous Investments — Concluded

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition	Amount at which carried on books	Income accrued during year
Held free:				
Edison Construction Co., stock	$10,000 00	1908	Nominal	.....
Advances to associated companies:				
Amsterdam Elec. L., H. & P. Co., bills receivable, 6%, demand	89,476 83	1899–1920	$89,476 83	[3] $1,300 00
Other investment securities held free:				
Electrical testing laboratories, stock	6,270 00	1905–08	6,270 00	627 00
Crescent Athletic Club, 5% bonds, due 1923	5,100 00	1906–08	5,080 00	255 00
U. S. Liberty bonds	[4] 180,750 00	1917, 1918	180,750 00	7,437 50
Insurance participation certificates, 3%	400,960 47	1904–20	400,960 47	12,028 81
Cash guarantee fund pledged with Central Trust Co. under purchase-money mortgage:				
Edison Elect. Ill. Co. of Brooklyn, 4% bonds, 1937	400,000 00	Oct., 1898	388,000 00	46,543 45
Kings County Elec. L. & P. Co., 6% bonds, 1997	342,000 00		408,960 00	
N. Y. Gas, Elec. L., H. & P. Co., 5% bonds, 1948	290,000 00		202,000 00	
Cash balance	——		1,040 00	
Total	——	——	$2,094,335 73	$68,191 76

Special Deposits.— Coupon special deposits, $402,615.40; dividend special deposits, $3,793; with the City of New York, $40,312.50; pension fund reserve, $299,268.42; other accounts payable, $3,122.90; total, $749,112.22.

Materials and Supplies

Operating department, Gold street	$162,498 49
Operating department, 66th street	43,010 31
Transportation department	20,961 95
Rockwell place	81,543 77
Varick avenue	381,891 21
Stationery	18,190 56
Parkville	208,427 23
New installation fixtures	9,278 85
Incandescent lamps	22,782 37
Sales department — Edison shop	204,469 24
Reels and oil drums	90,201 89
Pearl street yards	74,562 27
Ainslie street	370,504 03
Second-hand materials	9,898 44
Oil	483 46
Condenser and boiler tubes	27,339 83
Sundries special metals	192,741 15
Coal	864,060 70
Wiring bureau wagons	202 07
Total	$2,783,047 82

[3] [The Amsterdam Electric Light, Heat & Power Co. acquired subways from the Municipal Electric Light Co. merged Oct. 30, 1899, by the Edison Electric Illuminating Co. of Brooklyn. As purchase price of the subways it gave a 6% note of $20,000. June 29, 1899, it leased the subways to the Municipal Electric Light Co. for a nominal rental of $1,200 a year.] The interest accrual of $1,200 is offset by the rental of $1,200. In 1919 only $1,100 was accrued but in 1920 an adjustment was made by accruing $1,300.

[4] Includes $5,750 bonds held on behalf of employees who subscribed on the installment plan for which the company gave its notes to a bank.

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Funded Debt

PARTICULARS OF FUNDED DEBT	Edison El. Ill. Co. of Brooklyn, 1st Consolidated mtge. bonds	KINGS COUNTY EL. L. & P. CO. Purchase money mtge. bonds	First mtge. bonds	Convertible debentures	BROOKLYN EDISON CO. GENERAL MORTGAGE BONDS Series A	Series B	Series C	Series D	Total
Nominal date of issue	Oct. 1898	Oct. 1898	Oct. 1897	Mar. '10, Mar. '13	Jan. 1919	Jan. 1920	Jan. 1920	Dec. 1920	———
Date of maturity	Jan. 1939	Oct. 1997	Oct. 1937	Mar. '22, Mar. '25	Jan. 1949	Jan. 1930	Jan. 1930	Dec. 1940	———
Interest, rate and dates	4%, J. & J.	6%, A. & O.	5%, A. & O.	6%, M. & S.	5%, J. & J.	6%, J. & J.	7%, J. & J.	7%, J. & D.	———
Denominations	$1,000	$1,000	$1,000	$100, $1,000	$100, $500, $1,000	$500, $1,000	$500, $1,000	$500, $1,000	———
Authorized by company	10,000,000	5,176,000	2,500,000	[15] 9,000,000	100,000,000	See Series A.	See Series A.	See Series A.	$126,676,000
By public authority	([12])	5,176,000	2,500,000	[15] 9,000,000	5,500,000	$3,000,000	$2,000,000	$8,000,000	35,176,000
Actually issued prior to year	4,275,000	5,176,000	2,500,000	[15] 9,000,000	5,500,000	.....	.....	.....	26,451,000
Cash realized	[13] 3,350,000	.....	[15] 9,000,000	[15] 9,000,000	4,816,350	.....	.....	.....	18,066,350
Property consideration	[13] 400,000	5,176,000	1,500,000	.....	.....	.....	.....	.....	7,076,000
Discount	[14] 675,000	.....	100,000	.....	683,650	.....	.....	.....	1,458,650
Actually issued during present year	.....	.....	.....	.....	.....	3,000,000	2,000,000	5,000,000	10,000,000
Cash realized	.....	.....	.....	.....	.....	2,655,000	1,800,000	4,618,750	9,073,750
Discount	.....	.....	.....	.....	.....	345,000	200,000	381,250	926,250
Amount reacquired and retired	.....	.....	.....	[16] 7,355,000	.....	.....	.....	.....	7,355,000
Amount actually outstanding	4,275,000	5,176,000	2,500,000	[17] 1,645,000	5,500,000	3,000,000	2,000,000	5,000,000	29,096,000
Interest accrued during year	171,000	310,560	125,000	99,205	275,000	180,000	70,000	29,167	1,259,932
Interest charged to income	171,000	310,560	125,000	99,205	275,000	145,500	40,444	15,556	1,182,265
Interest paid	174,840	311,355	124,875	96,768	275,205	86,925	.....	.....	1,069,968
Interest matured and unpaid	85,880	3,956	2,775	7,586	139,343	93,075	70,000	.....	402,615
Interest accrued not due	.....	77,640	31,250	32,900	.....	.....	.....	29,167	170,957
Market price; highest, lowest and last sale	77, 73, 73	92, 85, 92	84½, 80½, 81½	92, 89½, 92	82¼, 66½, 75½	93½, 85½, 86	95½, 94, 94½	97, 94½, 96½	———
Trustees under mortgages	Guaranty Trust Co.	Central Union Trust Co.	Equitable Trust Co.	.....	Central Union Trust Co.	Central Union Trust Co.	Central Union Trust Co.	Central Union Trust Co.	———

[12] Under section 4, article 5 of the General mortgage to the Central Union Trust Co., Trustee, dated January 1, 1919, the Brooklyn Edison Co., Inc., made a covenant not to issue any more bonds hereunder.

[13] [Bonds of par value of $2,000,000 sold at 85 to purchase stock of Municipal Electric Light Co.; $1,875,000 par value sold at 88 to purchase and retire $1,500,000 of 5% bonds at 110; $400,000 issued in payment of stocks and bonds of Amsterdam Electric Light & Power Co. Respondent's report of 1914].

[14] Includes premium on redemption of prior issue of $1,500,000; 5% bonds at 110; $150,000.

[15] 1910 issue, $4,000,000; 1913 issue, $5,000,000.

[16] 1910 issue, $3,654,000; 1913 issue, $3,701,000.

[17] 1910 issue, $346,000; 1913 issue, $1,299,000.

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The Brooklyn Edison Company, Incorporated

INCOME STATEMENT — *Concluded*

	Cents per kw.hr.[20]	Net amount for year	Increase or (D) decrease
Operating expenses:			
Power plant labor	.151	$579,439 83	$80,413 14
Fuel for power	1.126	4,311,866 80	1,674,966 83
Other supplies and expenses	.030	116,304 00	17,394 52
Repairs	.145	554,704 36	123,659 89
Electricity received from other companies	.....	.....	D 160 00
Total production expenses	1.862	$5,562,314 98	$1,896,684 38
Transmission	.102	304,663 17	73,959 71
Distribution	.264	787,858 97	241,118 96
Commercial utilization	.058	174,063 77	35,524 04
Municipal street lighting	.061	181,856 03	48,976 37
Commercial administration	.142	422,995 25	214,953 28
Promotion of business	.107	321,052 75	144,070 97
General expenses (excluding depreciation)	.383	1,145,421 74	303,565 55
Total of foregoing	2.979	$8,900,226 66	$2,958,853 26
Renewals and replacements[21]	.106	315,988 44	D 73,298 68
Total operating expenses	3.085	$9,216,215 10	$2,885,454 58
Uncollectible operating revenue	.003	9,763 94	D 16,681 58
Tax accruals	.334	999,203 79	D 141,545 51
Total of expenses, taxes, etc.	3.422	$10,225,182 83	$2,727,227 49
Operating income		$2,949,691 98	D $261,586 80
Non-operating income: Miscellaneous rent revenues, $6,333.41; interest revenues, $90,955.30; dividend revenues, $627; miscellaneous non-operating revenues, $121,311.67;[22] total, $219,227.38; *less* non-operating revenue deductions, $85,969.85		133,257 53	D 6,475 72
Gross corporate income		$3,082,949 51	D $268,062 52
Deductions from gross income: Absolute interest on funded debt, $1,182,264.98; miscellaneous interest deductions,[23] $146,000.61; amortization of debt discount and expense, $92,067.51; total		1,420,333 10	D 124,265 23
Net corporate income		$1,662,616 41	D $143,797 29

CORPORATE SURPLUS

		Amount
Surplus, December 31, 1919		$3,629,881 00
Balance for year transferred from income		1,662,616 41
Total credits		$5,292,497 41
Appropriation to employees in recognition of faithful and efficient service	$120,702 79	

[20] The first four ratios based on 382,963,027 kw.hrs. generated; the following items on 298,807,110 kw.hrs. sold.

[21] [The company makes no charge to the operating account "General amortization." Instead it has included in operating expenses an unauthorized account, "Renewals and replacements," for which a concurrent credit is made to "Renewals and replacements" reserve. See "*Depreciation*," page 794.

[22] General post office, $37,489.32; Robert Gair, $32,658.45; storage and handling of coal for B. R. T. at Rossville, S. I., $50,546.02; salvage on meter boxes, telephone commissions, etc., $617.88; total, $121,311.67.

[23] On Bills payable $66,727.95; on real estate mortgage (Bond & Mortgage Guarantee Co.), $1,287.33; on consumers' deposits, $66,000; on unpaid taxes, $11,866.58; New York Title and Mortgage Co., $118.75; total, $146,000.61.

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The Brooklyn Edison Company, Incorporated

CORPORATE SURPLUS — *Concluded*

		Amount
To offset payments of expenses of Amsterdam Electric Light, Heat & Power Company	$1,194 38	
Taxes not provided for in 1919 — federal income, $34,569.17; gross earnings, $2,612.63; gross receipts, $7,486.10; capital stock, $3,909.53; total	48,577 43	
Additional taxes — Amended Federal Income and Excess Profits tax returns for the years 1909–1918, inclusive	191,900 76	
Dividends declared on stock [24]	1,387,366 00	
Total deductions		$1,749,741 36
Surplus, December 31, 1920		$3,542,756 05

Municipal Street Lighting

	Number of lamps	Price per year	Revenue	Consumption kw.hrs.
Bridges — Inc. low tension, D. C..	——	Wholesale		
Inc. low tension, D. C..	——	Rate	$16,846 58	577,609.0
Inc. tungsten, D. C....	——	Metered		
Streets — 750 watts, D. C. multiple.	1	$121 00	121 37	3,046.7
500 watts, D. C. multiple.	95	97 00	9,240 23	192,955.5
367.5 watts, A. C. series.	198	93 00	17,571 92	274,118.1
400 watts, D. C. multiple.	1,607	90 00	164,214 61	2,979,374.1
400 watts, D. C. multiple.	221	90 00		
300 watts, D. C. multiple.	1,453	80 00	140,786 38	2,159,755.1
300 watts, A. C. multiple.	318	80 00		
245 watts, A. C. series...	1,752	80 00	139,352 27	1,698,658.3
200 watts, D. C. multiple.	877	48 00	51,339 95	878,613.1
200 watts, A. C. multiple.	205	48 00		
155 watts, A. C. series....	1,837	48 00	80,978 39	1,057,265.0
100 watts, D. C. multiple.	674	27 50	61,364 84	918,359.6
100 watts, A. C. multiple.	1,606	27 50		
72 watts, A. C. series....	1,565	27 50	36,616 96	400,939.5
25 watts, D. C. multiple.	166	31 00	3,770 81	13,747.2
25 watts, A. C. multiple.	3	31 00		
40 watts, A. C. multiple.	5	28 50	142 86	12,174.8
40 watts, A. C. multiple.	66	20 00	616 06	.....
60 watts, A. C. multiple.	2	24 00	48 20	487.4
100 watts, D. C. multiple.	16	12 00		
100 watts, A. C. multiple.	3	12 00	324 90	.....
40 watts, A. C. multiple.	8	12 00		
	12,673	——	$723,236 33	11,167,603.4

Contracts and Sales According to Rate Classification

	Number of meters	Kw.hrs. sold	Gross amount	Net amount
Lighting:				
Retail	143,242	97,727,925.2	$7,002,953 03	$6,385,311 41
Wholesale	93	1,465,847.4	85,012 12	79,642 44
Decorative street lamp post lighting	———	554,991.1	41,060 55	39,148 72
Sign and outline lighting	———	.....	.....	.....
Breakdown	7	95,420.0	6,628 13	6,628 13
Power:				
Maximum demand	7,189	37,096,132.1	1,999,089.47	1,941,411 50
Breakdown	2	86,100.0	4,574 67	4,574 67

[24] Consists of 2% on $17,306,300, $346,126; 2% on $17,352,600, $347,052; 2% on $17,354,400, $347,088; and 2% on $17,355,000, $347,100; payable March 1, June 1, September 1 and December 1 respectively.

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The Brooklyn Edison Company, Incorporated

Contracts and Sales According to Rate Classification — Concluded

	Number of meters	Kw.hrs. sold	Gross amount	Net amount
General:				
Miscellaneous	———	147,400.0	$4,728 81	$4,728 81
Maximum demand	31	1,344,545.0	58,724 92	53,028 95
Wholesale	348	95,980,439.9	2,561,361 45	2,420,336 90
Untransformed A. C.	26	47,447,456.0	683,352 32	650,718 26
Fire alarms	———	———	3,515 50	3,412 50
Railroad corporations	2	1,854,700.0	26,094 42	25,314 07
Other electrical companies	———	.....	.....	.....
Municipal:				
Municipal buildings lighting	483	2,189,585.6	147,397 19	146,658 68
Municipal power	236	1,748,964.4	85,509 85	85,348 86
Total	151,659	287,639,506.7	$12,710,452 43	$12,351,263 25

Intercompany Purchases and Sales.— To Manhattan bridge 3¢ fare line, 1,854,700 kw. hrs.; average price, 1.4 cents; gross revenue, $26,094.42; charges to expense, $780.35; net revenue, $25,314.07.

Operating Expenses.— For details, see Table XXXVI.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. The company's procedure, however, is not in accordance with the requirements of the accounting order. It charges an account "Renewals and replacements," with six-tenths of a cent per kilowatt hour per month for all current sold to general consumers. Capital retirements are charged to the reserve "Renewals and replacements" instead of to the prescribed account "Accrued amortization of capital."

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Power Plants.— See Table XV.

Circuits, Poles and Line Transformers.— See Table XVI.

Services.— See Table XVII.

Meters.— See Table XVIII.

Source and Distribution of Electric Energy (kw. hrs.).— See Tables XXI, XXII, XXV, and XXVI.

Load Data.— See Tables XX, XXIII and XXIV.

Accidents.— See Tables XXVII and XXIX.

Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, M. S. Sloan; Vice-Presidents, J. C. Brady and W. F. Wells; Secretary, E. W. Kells; Treasurer, E. A. Baily; Auditor, J. C. Van Duyne; Attorneys, Ingraham, Sheehan, and Moran; General Manager, W. F. Wells; General Purchasing Agent, W. P. Holcombe.

Directors.— Frank Baily, C. A. Boody, J. C. Brady, N. F. Brady, H. L. Bridgman, W. C. Courtney, Daniel J. Creem, H. C. Du Val, Walton Ferguson, G. B. Gallagher, Wm. V. Hester, A. T. Kiernan, Thomas E. Murray, M. S. Sloan, W. F. Wells.

Main Business Office.— 360 Pearl street, Brooklyn, N. Y.

Report verified by President M. S. Sloan, March 15, 1921.

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THE BROOKLYN UNION GAS COMPANY

(INCLUDING EQUITY GAS COMPANY)

Incorporated September 7, 1895. [On November 4, 1895, the respondent acquired all the property, franchises and other rights of the following companies: Brooklyn Gas Light Co., Citizens Gas Co.,[1] The Fulton Municipal Gas Co., Metropolitan Gas Light Co., Nassau Gas Light Co., Peoples Gas Light Co., and Williamsburgh Gas Light Co.]

The company supplies water gas in the Borough of Brooklyn, 1st to 28th wards, inclusive, Windsor Terrace section of the 29th ward and entire 32nd ward. Service was begun November 4, 1895.

This company has sole control of the following companies through ownership of the entire capital stock, viz.:

Equity Gas Co.
The Flatbush Gas Co.
The Jamaica Gas Light Co.
The Newtown Gas Co.
The Richmond Hill and Queens County Gas Co.
The Woodhaven Gas Light Co.

The respondent holds possession, as tenant at will, of the gas works of the Equity Gas Co. situated at Maspeth and Porter avenues. [The other companies act as distributing branch agencies for respondent, which manufactures all gas supplied by them to the public.]

The ten principal stockholders, December 31, 1920, were: Whitehouse and Co., 6,854 shares; D. G. Legget, 6,490; Fahnestock & Co., 4,000; Brooklyn Trust Co., 2,327; Thomas Reed, 2,300; Estate of A. Scheftel by E. K. Scheftel, Exec., Home Insurance Co., 2,000; James N. Jarvie, 1,885; Cara L. Broughton, 1,880; Anne E. Benjamin, 1,600.

Important Changes During Year.— Consolidated mortgage bonds of the Union Gas Light Co., amounting to $38,000, matured on January 1, 1920, and were retired; a like amount of consolidated mortgage bonds of The Brooklyn Union Gas Co. were received in exchange from the trustee.

For additions to capital account, see *Details of Construction Projects Completed and Fixed Capital Installed During the Year.*

Rate for gas changed from 80 cents per M cu. ft. to 97 cents per M cu. ft., effective March 1, 1920, and from 97 cents per M cu. ft. to $1.10 per M cu. ft., effective December 1, 1920, as authorized by orders of the United States District Court, dated February 25, 1920, and November 26, 1920, respectively.

Effective January 1, 1920, the rate charged for gas to subsidiary companies was changed from the flat rate of 65 cents per M cu. ft. to (1) cost of manufacture to this company plus transmission pumping plus 16 cents per M. cu. ft. to The Newtown Gas Co. and The Flatbush Gas Co., and (2) cost of manufacture to this company plus transmission pumping plus 21 cents per M cu. ft. to The Richmond Hill & Queens County Gas Light Co., The Jamaica Gas Light Co. and The Woodhaven Gas Light Co.

Thomas P. Payne elected Auditor, October 14, 1920, in place of J. Gilmer, deceased. No new powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE [2]	December 31, 1920	Increase or (D) decrease
$2,007,312 63	Cash	$1,971,733 62	D $35,579 01
68,530 88	Accounts received from City of New York	91,847 31	23,316 43
730,108 27	Consumers' accounts receivable	836,562 85	106,454 58
113,710 47	Other accounts receivable	39,897 28	D 73,813 19
5,019 65	Interest and dividends receivable	5,129 92	110 27
319 00	U. S. 10/25 yr., 4¼% gold bonds	.....	D 319 00

[1] [Represents consolidation in 1891 of Citizens Gas Light Co. and Union Gas Light Co.]

[2] For this note see next page.

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The Brooklyn Union Gas Company

BALANCE SHEET — *Concluded*

December 31, 1919	ASSETS SIDE (*Concluded*)	December 31, 1920	Increase or (D) decrease
$20,145 00	Special deposits for coupons	$16,682 00	D $3,463 00
87,287 63	Other special deposits	66,863 59	D 20,424 04
33,174 20	Prepayments	122,455 46	89,281 26
1,937,163 43	Materials and supplies	2,000,125 31	62,961 88
942,596 00	Stocks of associated companies	942,596 00	.....
250,000 00	Funded debt of associated companies	250,000 00	.....
684,050 00	Other investment securities	705,400 00	21,350 00
34,909,418 11	"Fixed Capital, December 31, 1908"	34,860,460 22	D 48,957 89
8,720,721 80	Fixed capital installed since 1908	10,950,828 74	2,230,106 94
43,630,139 91	Total book cost	*45,811,288 96*	*2,181,149 05*
13,267,651 88	Accrued amortization of capital — Cr.[2]	*13,437,492 29*	*169,840 41*
30,362,488 03	Fixed capital	*32,373,796 67*	*2,011,308 64*
4,764,109 69	Temporary advances to associated companies	5,758,801 86	994,692 17
973,418 72	Other suspense	[3]1,459,813 26	486,394 54
$42,979,433 60	Total	$46,641,705 13	$3,662,271 53
	LIABILITIES SIDE		
$965,734 60	Taxes accrued	$1,253,132 23	$287,397 63
400,000 00	Bills payable — due on time	2,685,275 91	2,285,275 91
1,145,515 21	Consumers' deposits	1,255,847 50	110,332 29
38,266 62	Accounts payable to associated companies	35,244 69	D 3,021 93
985,921 77	Miscellaneous accounts payable	1,905,475 36	919,553 59
615 00	Dividends declared	.....	D 615 00
170,846 65	Interest accrued on funded debt	168,315 32	D 2,531 33
440,582 92	Interest accrued on unfunded debt	559,127 71	118,544 79
44,462 79	Other unfunded debt	87,098 77	42,635 98
15,000,000 00	Mortgage bonds	15,000,000 00	.....
2,000,000 00	Miscellaneous funded debt	2,000,000 00	.....
334,340 11	Casualties and insurance reserves	382,998 16	48,658 05
	Commercial metered lighting and prepaid gas in suspense	[4]1,971,032 31	1,971,032 31
18,000,000 00	Common stock	18,000,000 00	.....
3,453,147 93	Corporate surplus	1,338,157 17	D2,114,990 76
$42,979,433 60	Total	$46,641,705 13	$3,662,271 53

Contingent Liabilities.—Amount of bond filed in accordance with the provisions of the order of the United States District Court, dated November 26, 1920, allowing the withdrawal of the moneys on deposit with Richard Welling, Esq., Special Master, $1,500,000.

Amount of Joint and Several bonds in which The Brooklyn Union Gas Company joins with The Newtown Gas Company, Richmond Hill & Queens County Gas Light Company, The Jamaica Gas Light Company, and The Woodhaven Gas Light

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (See *Depreciation*, page 803); but it reports on the liabilities side of the balance sheet certain reserves ("Accrued Amortization of Capital" and "Contingencies"), that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[3] Includes among other items, $1,253,492.23 for gas sent out December 10-31, 1920, not billed; $28,303.64 for gas on hand at close of year, and $206,222.06 for amounts uncollected during the year from consumers, in excess of the statutory rate.

[4] The difference between statutory rate of eighty cents, and the amounts billed consumers for commercial metered lighting and prepaid gas, impounded in accordance with United States District Court Orders of February 25, 1920 and November 26, 1920, $1,956,854.93; interest on monies impounded, $14,177.38; total, $1,971,032.31.

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The Brooklyn Union Gas Company

Company in a penal sum, equal to the amount of money, United States Liberty bonds and interest, withdrawn from the Bank of Long Island in accordance with Supreme Court Order, dated June 30, 1919; interest at six per cent:

	Bonds	Interest
The Newtown Gas Company	$905,864 56	$40,763 38
Richmond Hill and Queens County Gas Light Company	45,346 24	2,040 66
The Jamaica Gas Light Company	75,374 66	3,391 92
The Woodhaven Gas Light Company	102,154 92	4,597 02
The Brooklyn Union Gas Company	$1,128,740 38	$50,793 48

Amount of contingent liability of the Brooklyn Union Gas Company as endorser of a note for $50,000 bearing interest at the rate of 6 per cent, executed by The Newtown Gas Company under date of November 1, 1920, and given to The Bartlett Hayward Company: Note, $50,000; interest, $500.

Valuation of Property for Purpose of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital December 31, 1908.*"— Credits during year on account of withdrawals and retirements: Plants and patents, $28,310; street mains, $1,115.42; services, $13,317; meters, $5,255.47; horses, wagons and harness, $960; total, $48,957.89 (Balances in the several sub-accounts were shown in the 1917 abstract).

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land, occupied by gas works	$429 00	.....	.....	$142,473 18
Land, occupied by outside holder stations	299 33	.....	.....	4,418 23
Other land	.....	.....	.....	320,670 63
General structures	6,041 57	.....	.....	803,633 53
General equipment	43,530 32	.....	$12,529 33	336,866 21
Works and station structures	401,917 49	.....	1,850 00	1,154,795 92
Holders	.....	.....	.....	42,819 75
Furnaces, boilers and accessories	121,111 39	.....	3,990 00	692,106 63
Steam engines	56,208 19	.....	550 00	165,814 23
Gas engines	.....	.....	3,225 00	1,160 90
Miscellaneous power plant equipment	.....	.....	.....	21,673 43
Water-gas sets and accessories	516,985 22	.....	775 00	1,218,170 21
Purification apparatus	344,257 64	.....	600 00	729,773 30
Accessory equipment at works	329,074 96	.....	5,175 00	689,631 94
Trunk lines and mains	59,297 88	.....	115 24	1,983,336 27
Gas services	121,560 30	.....	2,799 00	667,991 35
Gas meters	151,948 05	.....	58,831 31	1,366,976 20
Gas tools and implements	2,320 14	.....	32 50	51,566 56
Gas laboratory equipment	1,130 95	.....	.....	17,501 72
Engineering and superintendence	36,811 84	.....	.....	92,280 22
Injuries during construction	.....	.....	.....	1,707 77
Taxes during construction	.....	.....	.....	5,503 35
Miscellaneous construction expenditures	136,505 05	.....	.....	439,957 21
Total	$2,320,579 32	.....	$90,472 38	$10,950,828 74

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The Brooklyn Union Gas Company

Betterments on Leasehold Properties.— Equity Gas Co.: "Fixed Capital, December 31, 1908"; balance at beginning of year, $25,361.09; retired during year, $7,000; balance at close of year, $18,361.09. Fixed Capital Installed since December 31, 1908: Balance at beginning of year, $46,203.45; installed during year, $6,003.81; balance at close of year, $52,207.26.

Details of Construction Projects Completed during the Year

Works and station structures: Williamsburg works, excavating for pier foundation, $55,049.72; coal handling app. structure, $66,305.19; altering coal shed, $8,031.51; erecting frame pump house, $1,314.45..	$130,700 87
Citizens' works; turbo-blowers houses, $9,177.98; additions, generator house, $29,374.96; Craig elevators, $7,628.97; steel tanks and pump house, $28,665.51; salt-water pump, $2,753.66; pump house, $1,300.27; exhauster room, $2,178.42	81,080 17
Metropolitan works; platform, exhauster room, $9,572.58; extension to generator house, $41,782.50	51,355 08
Fulton works; alterations to coal bin, $3,398.81; turbo-blowers housing, $14,242.23; coal bin, $44,139.52; elevator attachments, $2,068.88; skip hoist pit, $6,273.65	70,123 09
Nassau works; extension to meter room, $1,464.93; turbo-blower housing, $6,293.36; housing No. 5 meter, $2,333.39	10,091 68
12th street station; housing for exhauster	50,730 41
Sundry additions	511,000 88
Total	$905,082 18

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage [5]	Recoveries from other companies	Amount charged to accrued amortisation of capital
Pumps — general	9	$2,685 00	$2,400 00	.....	$285 00
Boilers	5	17,500 00	.....	.....	17,500 00
Steam engines	3	2,850 00	1,550 00	.....	1,300 00
Generator with wash box	1	2,500 00	.....	.....	2,500 00
Elevator-house and elevator	1	400 00	.....	.....	400 00
Smoke stacks	6	900 00	.....	.....	900 00
Blowers	5	2,940 00	1,000 00	.....	1,940 00
Filter presses	2	1,900 00	500 00	.....	1,400 00
Coal runway covering	1	1,850 00	.....	.....	1,850 00
Steam separators	2	2,100 00	600 00	.....	1,500 00
Steam engine connection	1	450 00	.....	.....	450 00
Gas engine	1	3,225 00	1,000 00	.....	2,225 00
Generators — electric	2	5,175 00	2,350 00	.....	2,825 00
Shear and punch	1	32 50	.....	.....	32 50
Horses	9	2,660 00	.....	.....	2,660 00
Bicycle	1	30 00	10 00	.....	20 00
Automobiles	4	4,756 08	1,373 50	$770 00	2,612 58
Porch set	1	148 00	50 00	.....	98 00
Dining room set	1	211 00	211 00	.....	.....
Chairs and settee	4	64 50	15 00	.....	49 50
Lace curtains (pair)	4	26 00	.....	.....	26 00
Adding machines	16	4,894 75	765 00	.....	4,129 75
Addressographs	3	450 00	60 00	.....	390 00
Typewriters	2	211 50	50 00	.....	161 50
Automatic time stamp	1	37 50	.....	.....	37 50
Street mains	929	1,230 66	472 26	.....	758 40
Gas services	1,534	16,116 00	.....	.....	16,116 00
Gas meters	5,465	64,086 78	85 10	59,032 15	4,969 53
Total	—	$139,430 27	$12,491 86	$59,802 15	$67,136 26

[5] The amounts shown in this column represent equipment sold to subsidiary companies.

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The Brooklyn Union Gas Company

Miscellaneous Investments [6]

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books	Income accrued during year	Income received during year
Stocks of associated companies:				
Equity Gas Co.	$250,000 00	$318,065 50	.....	.....
Flatbush Gas Co.	200,000 00	372,771 64	.....	.....
Newtown Gas Co.	60,000 00	60,000 00	.....	.....
Richmond Hill and Queens County Gas Light Co.	250,000 00	26,758 86	.....	.....
Jamaica Gas Light Co.	200,000 00	145,000 00	.....	.....
Woodhaven Gas Light Co.	20,000 00	20,000 00	.....	.....
Funded debt of associated companies:				
Equity Gas Co., 5%, 1916	250,000 00	250,000 00	.....	.....
Brooklyn Union Gas Co., 5%, 1920	38,000 00	38,000 00	$1,900 00	$1,583 33
Other investment securities: [7]				
U. S. 3rd Liberty loan [8]	38,000 00	[38,000 00]	1,615 00	1,615 00
U. S. 1st Lib. loan, 3½%, 1932–47.	8,700 00	8,700 00	304 84	304 84
U. S. 2nd Lib. loan, 4¼%, 1927–42.	441,500 00	441,500 00	13,763 75	13,763 75
U. S. 3rd Lib. loan, 4¼%, 1928...	17,200 00	17,200 00	[9] 1,113 24	1,319 64
U. S. 4th Lib. loan, 4¼%, 1933–38.	200,000 00	200,000 00	8,500 00	8,500 00
Total	———	$1,897,996 00	$32,196 83	$32,086 56

Accounts Receivable from Associated Companies

	Advances during year	Reimbursed during year	Amount at close of year	Interest accrued and received during year
The Newtown Gas Co.	$1,198,108 74	$1,117,062 59	$923,226 71	$48,970 04
The Jamaica Gas Light Co.	430,682 08	395,620 34	313,850 12	17,694 11
The Woodhaven Gas Light Co.	444,309 16	414,760 94	148,847 11	6,578 32
The Flatbush Gas Co.	1,101,273 68	253,237 62	4,367,377 92	227,964 65
Total	$3,174,373 66	$2,179,681 49	$5,753,301 86	$301,207 12

Special Deposits.— Coupon, $16,682; with State Industrial Commission, U. S. 3rd Liberty loan, 4¼%, 1928, par value $38,000; with bid for 1920 city lighting, $1,250; with City of New York, to cover cost of paving, $10,000; with bid on real estate with United States Government, $1,205; with Richard Welling, Special Master, being excess of amount collected over statutory rate of 80 cents per M cubic feet, by order of United States District Court, $16,408.59; total, $83,545.59.

Materials and Supplies

Bituminous coal	$16,588 90	Water gas tar	$11,943 70
Anthracite coal	40,176 89	Shavings	1,295 25
Generator fuel	359,740 69	Gas ranges [10]	212,928 79
Gas oil	466,446 51	Gas lamps	42,126 91
Iron oxide	17,962 66	Materials and supplies used in construction work, etc.	601,321 62
Coke	17,243 13		
Cast iron pipes and fittings	212,350 26		
		Total	$2,000,125 31

[6] All held free.
[7] First con. mtge bonds re-acquired by respondent, December 15, 1920, and not yet cancelled.
[8] Deposited with State Industrial Commission and included with special deposits.
[9] Including interest transferred from employees' subscription accounts to company's investment account.
[10] Includes water heaters, industrial appliances, etc.

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The Brooklyn Union Gas Company

Prepayments.— Taxes, $18,007.50; insurance, $95,250.76; other prepayments, $9,197.20; total, $122,455.46.

Suspense.— For 92.93% of gas sent out from December 10-31, 1920, bills not yet rendered (1,534,263,219 cu. ft. at 81.70 cents per M cu. ft.), $1,253,492.23; 92.93% of gas on hand at the various works, January 1, 1921, at 7 A. M. (34,643,375 cu. ft. at 81.70 cents per M cu. ft.), $28,303.64; sundry consumers in suspense (excess), $206,222.06;[11] uncollectible gas bills in suspense (excess), $11,039.02; *less* deposit on contract for sale of real estate, $25,000; balance of recovery on account of fire at Nassau works, $14,243.69; total, $1,459,813.26.

Funded Debt

PARTICULARS OF FUNDED DEBT	Union Gas Light Co. consolidated mortgage bonds	Citizens Gas Light Co. consolidated mortgage bonds	First consolidated mortgage bonds	Convertible 7 per cent debentures
Nominal date of issue	Jan. 1, 1890	Feb. 1, 1890	Sept. 16, 1895	Nov. 1, 1919
Date of maturity	Jan. 1, 1920	Feb. 1, 1940	May 1, 1945	Nov. 1, 1929
Interest, rate and dates	5%, J. & J.	5%, F. & A.	5%, M. & N.	7%, M. & N
Denominations	$1,000 00	$1,000 00	$1,000 00	$100, $500, $1,000
Authorized by company	500,000 00	750,000 00	15,000,000 00	2,000,000 00
By public authority	N. R.	N. R.	N. R.	N. R.
Actually issued, prior to year	500,000 00	750,000 00	14,698,000 00	2,000,000 00
Cash realized	(12)	(12)	.....	2,000,000 00
Property consideration	(12)	(12)	14,736,000 00	.....
Reacquired and retired, etc.	500,000 00	486,000 00	.....	.....
Actually outstanding	.....	264,000 00	14,736,000 00	2,000,000 00
Interest accrued and charged to income	.....	13,200 00	736,800 00	140,000 00
Interest paid[13]	950 00	13,250 00	742,083 33	136,143 00
Interest not due	.....	5,500 00	122,799 99	23,333 33
Interest matured and unpaid	.....	50 00	12,775 00	3,857 00
Market price: highest, lowest, last sale	.....	(14)	79, 70, 74⅛	(14)
Trustees under mortgages	.....	Central Trust Co.	Guaranty Trust Co.	.....

Capital Stock.— Authorized issue 200,000 shares of common stock of a par value of $20,000,000; issued and outstanding at close of year, $18,000,000; cash received, $3,000,000; other property acquired as consideration for issue, $15,000,000; dividends declared, none; market price, highest, 65; lowest, 48; last sale, 49.

Accounts Owing to Associated Companies.— Amount advanced during year by the Richmond Hill & Queens County Gas Light Co., $183,156.59; repaid during year, $186,178.52; owing at close of year, $35,244.69; interest accrued and paid during year at 6%, $2,927.70.

Miscellaneous Accounts Payable.— American Meter Co., $21,509.25; American Stove Co., $12,571.45; The Bartlett Hayward Co., $422,767.05; M. B. Brown Printing and Binding Co., $11,342.25; The Lehigh Coal and Navigation Co., $27,643.48; Lehigh Valley Coal Sales Co., $59,508.93; Lehigh and Wilkesbarre Coal Co., $66,481.26; Maderia, Hill & Co., $11,439.32; The Phila. and Reading Coal and Iron Co., $19,720 15; The Seaboard By-Products Coke Co., $117,383.07; Standard Oil Co. of N. Y., $780,683.47; Stokes Coal Co., Inc., $44,859.53; Williams and Peters, $34,456.66; Miscellaneous, $219,109.49; total, $1,905,475.36.

Other Unfunded Debt.— Wages accrued, $83,143.92; water charges accrued, $3,954.85; total, $87,098.77.

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[11] Difference between amounts charged to and collected from consumers during the year in excess of the statutory rate.

[12] Consideration received for issue of bonds not known.

[13] Interest due on bonds that have been reacquired and retired, in amount, $105, was credited to Surplus.

[14] "Not listed."

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The Brooklyn Union Gas Company

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued amortization of capital [15]	$677,675 75	$236,976 67	$67,136 26	$847,516 16
Contingencies [16]	12,589,976 13	.....	.....	12,589,976 13
Casualties and insurance	334,340 11	100,000 00	51,341 95	382,998 16
Commercial metered lighting and prepaid gas in suspense [16]	.....	1,971,032 31	.....	1,971,032 31

INCOME STATEMENT

Operating revenues — sales of gas:	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Municipal street lighting	75,504	$0.75	$56,506 50	D $1,606 28
Lighting municipal buildings	53,943	0.75	40,457 24	6,733 37
Prepaid gas [17]	442,663	0.80	354,130 67	21,158 50
Commercial metered lighting [17]	15,226,334	0.80	12,177,456 76	1,630,182 94
Other gas corporations	3,925,769	([18])	2,968,387 54	859,124 64
Total sales	19,724,213	—	$15,596,938 71	$2,515,593 17
Miscellaneous revenues: Rent of gas appliances, $14,008.32; gas merchandise and jobbing revenue, $267,943.33; sale of residuals and by-products, $15,642.05			297,593 70	D 7,183 67
Total operating revenue			$15,894,532 41	$2,508,409 50

Operating expenses:	Cents per M cu.ft.[19]		
Gas making labor	6.04	$1,335,300 43	$199,966 22
Boiler fuel	3.40	750,820 24	173,001 54
Generator fuel	13.42	2,966,196 01	718,257 33
Gas oil	30.49	6,740,489 29	1,839,994 83
Other supplies and expenses	2.02	447,469 88	32,074 32
Repairs at works	2.97	656,207 63	237,381 01
Total works expense	58.34	$12,896,483 48	$3,200,675 25
Less residuals produced	1.00	222,064 33	D 43,144 17
Net cost of gas in holder	[20] 57.34	$12,674,419 15	[21] $3,243,819 42
Total production expenses	80.23		
Transmission and distribution	8.47	1,338,984 74	65,499 33
Municipal street lighting	0.04	7,039 82	5,538 74
Commercial administration	5.64	890,435 92	209,819 44

[15] See *Depreciation*, page 803.
[16] See note 4.
[17] As authorized by the U. S. District Court the price of gas was increased from 80¢ to 97¢ effective March 1, 1920, and to $1.10 effective December 1, 1920. The amount collected during 1920 in excess of the statutory rate of 80¢, $1,956,854.93 is credited to commercial metered lighting and prepaid gas in suspense.
[18] Rates charged to subsidiaries since January 1, 1920: Newtown and Flatbush Cos; cost of manufacture plus transmission pumping, plus 16 cents per M cu.ft.; Jamaica, Woodhaven, and Richmond Hill & Queens County Cos.; cost of manufacture, plus transmission pumping, plus 21 cents per M cu. ft.
[19] The ratios for net cost of gas in holder and preceding items are based on 22,105,470 M cu. ft. made; those for total production expenses and following items on 15,798,444,444 M cu. ft. sold (exclusive of 3,925,768,977 cu. ft. sold to subsidiary companies).
[20] Net cost per M cu. ft. at station is as follows: Citizens, 59.55; Fulton, 64.40; Nassau, 54.21; Williamsburgh, 57.03; Equity, 68.35; Metropolitan, 51.70; outside holder, 0.93.
[21] [Constituent items shown above were computed by the Accounting Division.]

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The Brooklyn Union Gas Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.	Net amount for year	Increase or (D) decrease
Operating expenses — *Concluded:*			
Promotion of business	0.87	$136,925 04	$18,264 37
General expense (excluding depreciation)	8.81	1,391,890 49	376,545 55
Total of foregoing	104.06	$16,439,695 16	$3,919,486 85
General amortization (reserved) [23]	1.50	236,976 67	31,092 65
Cost of manufacturing residuals sold	0.10	15,612 05	8,682 15
Total (including amortization)	105.66	$16,692,283 88	$3,959,261 65
Uncollectible operating revenue	0.48	76,104 08	30,467 04
Tax accruals	4.71	744,511 72	48,347 18
Joint facility rents	0.37	[23] 58,000 00	.....
Miscellaneous rents	—	[24] 7,500 00	D 882 66
Total of expenses, taxes, etc.	—	$17,578,399 68	$4,037,193 21
Net operating income	*Less*	$1,683,867 27	D $1,528,783 71
Non-operating income: Interest, $377,972.94; rent, $6,007.26; *less* non-operating revenue deductions, $3,194.80		380,785 40	38,223 60
Gross corporate income	*Loss*	$1,303,081 87	D $1,490,560 11
Income deductions: Interest on funded debt, $890,000; on consumer's deposits, $71,615.48; on taxes, $70,138.41; on obligations to R. H. & Q. Co. Gas Lt. Co., $2,927.70; Miscellaneous, $39,822.80; rent for lease of other gas plant, $350		1,074,854 39	180,528 82
Net corporate income	*Loss*	$2,377,936 26	D $1,671,088 93

CORPORATE SURPLUS

		Amount
Surplus, December 31, 1919		$3,453,147 93
Credit from gas sales adjustment account		[25] 283,377 15
Bad debts collected		605 76
Additions to surplus: Materials recovered, $5,086 07; for 4 coupons of The Bklyn Union Gas Co., 6% Conv. Debentures not presented for payment, $105; sale of scrap material, $1,165.93; allowances on inferior coal shipped October and December, 1919, $399.43; sundries, $228.65		6,985 08
		$3,744,115 92
Debit balance for year transferred from income	$2,377,936 26	
Expenses elsewhere unprovided for: Rewards for finding false connections, $473; donations and gratuities, etc., $2,722.45	3,195 45	
Other deductions: Expenses in connection with issue of 7% debentures, $11,047.71; loss on sale of U. S. gold bonds to Flatbush Gas Co., $1,829.20; interest applicable to 1919, $1,585.83; inventory adjustments, $4,824.68; amount deposited with the City of N. Y. for construction work com-		

[23] See *Depreciation.*

[24] Use of holder capacity and transmission mains, Newtown, $72,000; Flatbush, $27,000; *less* expenses, $41,000.

[25] Includes rent for lease of gas plant at Jamaica, $350.

[26] Adjustment for the increase in the quantity of gas sold but not yet billed between December 10 and December 31, 1920, and gas on hand at 7 A. M. January 1, 1921 over the corresponding figures for 1919: 1920, $1,281,795.87; 1919, $998,418.72; adjustment, $283,377.15.

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The Brooklyn Union Gas Company

CORPORATE SURPLUS — *Concluded*		Amount
plete in 1919, $197; to cancel entry made in 1919 in connection with retirement of hoisting engine, $1,700; sundries, $277.79	$21,462 21	
Bad debts written off	3,364 83	
Total deductions		$2,405,956 75
Surplus, December 31, 1920		$1,338,157 17

Municipal Street Lighting.— Incandescent lamps, 5,334, at 75¢ per M cu. ft.; gas per lamp hour, 3½ cu. ft. (3,962 lamp hours per year, New York City schedule); total consumption for the year, 75,503,970 cu. ft.; amount of revenue, $56,506.50.

Gas Sold to Other Companies

COMPANY	Quantity (M cu.ft.)	Average price (cents) [26]	Credited to revenue	Increase or (D) decrease
The Newtown Gas Co.	1,451,417.7	74.26	$1,077,779 45	$313,732 53
Richmond Hill & Q. C. Gas L. Co.	224,538.1	79.22	177,881 60	58,234 14
The Jamaica Gas Light Co.	430,457.9	79.40	341,789 25	126,671 36
The Woodhaven Gas Light Co.	512,845.1	79.36	407,008 29	129,883 23
The Flatbush Gas Co.	1,306,510.2	73.78	963,928 95	230,602 88
Total	3,925,769.0	75.61	$2,968,387 54	$859,124 64

Merchandise and Jobbing Revenue.— Receipts from sale of merchandise and from jobbing, $741,278.34 (of which sales to associated companies at cost were as follows: Newtown Gas Co., $42,527.31; Jamaica Gas Light Co., $53,868.04; Flatbush Gas Co., $42,398.76; total, $138,794.11); cost of materials sold, $473,335.51; gross profit, $267,943.23, credited to revenue.

Sale of Residuals and By-products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of April 15, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 15 cents per M cu. ft. sold (*less* the cost of actual repairs.) The company's precedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead, the bulk of the amount accumulated in the prescribed reserve is now held in an unauthorized "Contingencies" reserve and the company charges "General amortization" and concurrently credits "Accrued amortization of capital" with 1.5¢ per M cu. ft of gas sold "for the amortization of capital invested in plant withdrawn from service."

Taxes.— See Table XLIII.

Rent Revenues.— Credited to Miscellaneous rents revenues: Dock privileges at foot of Hudson avenue, $4,338.76; miscellaneous, $1,668.50; total, $6,007.26.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II–IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Table XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

[26] See note 18.

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The Brooklyn Union Gas Company

Officers.— President, James H. Jourdan; Vice-Presidents, Wm. G. Rockefeller, A. F. Staniford; Secretary, H. E. McGowan; Assistant Secretaries, F. R. Wogan, J. T. White; Treasurer, E. R. Chapman; Assistant Treasurers, Herbert Wellington, T. P. Payne; Auditor, T. P. Payne; General Counsel, Cullen and Dykman; Chief Engineer, James H. Jourdan.

Directors.— Wm. Rockefeller, David G. Legget, E. R. Chapman, Wm. G. Rockefeller, James H. Jourdan, Robert L. Pierrepont, William R. Coe.

Main Business Office.— 176 Remsen street, Brooklyn, N. Y.

Report verified by A. F. Staniford, Vice-President, March 25, 1921.

ADDENDUM

EQUITY GAS COMPANY

The Brooklyn Union Gas Company by virtue of the ownership of securities, holds the physical property of the Equity Gas Co. Without formal lease. For a statement of its corporate history, securities issued and property owned see 1917 report. The expenditures made on its plant by the Brooklyn Union Gas Co. and charged to the Brooklyn Union's fixed capital accounts have been reported as follows:

"Fixed Capital, December 31, 1908"	$25,361 09	
Retired during year	7,000 00	
		$18,361 09
Fixed Capital installed since December 31, 1908:		
Installed 1909–1919	$46,203 45	
Installed 1920	6,003 81	
		52,207 26
Total		$70,568 35

THE BRUSH ELECTRIC ILLUMINATING COMPANY OF NEW YORK

LESSOR

Incorporated in February, 1881. Obtained franchise from City of New York [May 3, 1881].

[The company is not operating. In an agreement dated June 25, 1900, it turned over its plant to the New York Edison Co., which has since then been sold as junk. The company has no apparatus or machinery of any kind.] [1]

The New York Edison Co. supplies its consumers with electric current under an operating agreement dated May 2, 1904 [superseding the agreement dated June 25, 1900], amended November 23, 1905, and renewed for 10 years from May 1, 1914.

Sole control of this company is held by the United Electric Light & Power Co., through ownership of its entire capital stock acquired during 1890–1905 [which is pledged to Union Trust Co., trustee under the mortgage of United Electric Light & Power Co., dated June 15, 1894].[1]

Important Changes during the Year.— A lease of the building at 204/10 Elizabeth street was entered into on May 1, 1920, with the United Electric Light & Power Company at an annual rental of $12,500, expiring May 1, 1941. The United Electric Light & Power Company is to assume all responsibility for repairs, taxes, water-rents, etc. No additional powers or franchises were acquired.

BALANCE SHEET [2]

December 31, 1919	ASSETS SIDE	December 31, 1920		Increase or (D) decrease
$29,638 01	Cash	$8,234 82	D	$21,403 19
4,721 37	Accounts receivable from New York Edison Co.	3,971 37	D	750 00
120 00	Prepayments — legal expenses	.....	D	120 00

[1] From documents filed with the Commission.
[2] See this note on following page.

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The Brush Electric Illuminating Company of New York

BALANCE SHEET[2] — *Concluded*

December 31, 1919	ASSETS SIDE — *Concluded*	December 31, 1920		Increase or (D) decrease
$5,752 21	Insurance participation certificates	$5,857 24		$105 03
1,311,164 52	Fixed capital, December 31, 1908	1,306,232 71	D	4,931 81
8,288 39	Fixed capital installed since 1908	8,396 39		108 00
1,319,452 91	Total book cost	*1,314,629 10*	*D*	*4,823 81*
198,251 77	Accrued amortization of capital — Cr.[3]	*198,251 77*		.....
1,121,201 14	Fixed capital — net[3]	*1,116,377 33*	*D*	*4,823 81*
$1,161,432 73	Total	$1,134,440 76	D	$26,991 97
	LIABILITIES SIDE			
$2,685 58	Taxes accrued	$2,044 79	D	$640 79
275,000 00	Matured funded debt unpaid	275,000 00		.....
75 00	Consumer's deposits	75 00		.....
50,000 00	Accounts payable to associated companies	.....	D	50,000 00
5,752 21	Casualties and insurance reserve	5,857 24		105 03
999,000 00	Common stock	999,000 00		.....
171,080 06	Corporate deficit	*147,536 27*	*D*	*23,543 79*
$1,161,432 73	Total	$1,134,440 76	D	$26,991 97

Contingent liabilities — None.

Valuation of Property for Purposes of Taxation[3]

	Cost to reproduce new	Same — present value
Valuation as of December 31, 1919, filed by respondent:		
Real property in streets — *tangible*	$105,834 12	$105,834 12
Assessed valuation for 1920 taxes:		
Real property outside streets and public places:		
Land		$80,000 00
Improvements		40,000 00
Real property (tangible and intangible) in streets		361,950 00

"Fixed capital, December 31, 1908."— Credit during the year: General construction, $4,931.81. Debit balances remaining are the following: Patents and charters, $537,776.50; general construction, $235,759.29; machinery and fixtures, $238,517.60; real estate and buildings, $138,025.57; horses and wagons, $832.39; office furniture, $5,920.62; city pole lines, $149,400.74; total, $1,306,232.71.

Fixed capital installed since December 31, 1908.— Land, $263.55; general structures, $8,132.84; total, $8,396.39.

Capital Stock.— Authorized by the company, 10,000 shares common of a par value of $1,000,000, of which 9,990 shares were issued for property and cash. Dividends declared or paid during year, none.

Mortgage Bonds Matured.[4]— First mortgage 5% bonds were authorized to the amount of $300,000, of which $275,000 were issued for property and cash in 1883, maturing in 1899. Interest is booked at the rate of 6% per annum, payable January and July; accrued, charged to income and paid during year, $16,500. Trustee, Central Trust Co. of New York.

[2] Respondent reports on the liability side of the balance sheet a "Contingency" reserve to which has been transferred the balance in the previous "Renewals and Contingency" reserve. This is here deducted from fixed capital.

[3] "The company is unable to state specifically the present value of its intangible property."

[4] Guaranteed by the United Electric Light & Power Co. [and owned by the Consolidated Gas Co.].

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The Brush Electric Illuminating Company of New York

Reserves.— Contingency, reserve, established December 31, 1917, by credits of $198,251.77. No change during year. Insurance participation reserve (established May 1, 1904, for protection against loss by fire and explosion), credit balance at beginning of the year, $5,752.21; credits during year, $105.03; credit balance, December 31, 1920, $5,857.24.

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Non-operating revenue:		
Rent (" Service of consumers " by New York Edison Co.)	$47,656 00	.....
Miscellaneous rent revenues	11,333 36	$2,333 36
Interest revenues	538 98	57 69
Total	$59,528 34	$2,391 05
Non-operating revenue deductions:		
Salaries of general officers	$1,000 00	.....
Insurance	233 08	$53 44
General law expenses	2,120 00	120 00
Miscellaneous non-operating expense	2,278 51	608 89
Non-operating taxes	11,623 04	D 5,372 87
Total	$17,254 63	D $4,590 54
Non-operating income	$42,273 71	$6,981 59
Deductions from income:		
Interest on matured bonds	$16,500 00	.....
Interest on loan from United Electric	2,229 92	D $831 71
Total	$18,729 92	D $831 71
Net corporate income	$23,543 79	$7,813 30

CORPORATE DEFICIT

	Amount
Deficit, December 31, 1919	$171,080 06
Balance for year transferred from income	23,543 79
Deficit, December 31, 1920	$147,536 27

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. This company never filed a rate of depreciation with the Commission.

Miscellaneous rent revenues.— Four story and basement loft building, 208-210 Elizabeth street, from the United Electric Light & Power Co., $11,333.36.

Poles.— Owned at close of year, 23 heavy wood and 15 iron.

Feeders and Mains.— Underground, 151,333 feet, overhead, 3,000 ft. No change during year.

Services.— Underground at beginning of year, 606; removed during year, none; at close of year, 606; average length, 30 ft.; also 373 " dead " services, 11,190 ft.

Officers.— President, George H. Church; Secretary, Frank W. Smith; Treasurer, Benjamin Whitely.

Directors.— George H. Church, George B. Cortelyou, W. R. Addicks, Lewis B. Gawtry, Robert A. Carter, Benjamin Whitely, Frank W. Smith.

Main Business Office.— 130 East 15th street, New York City.

Report verified by Benjamin Whitely, Treasurer, March 10, 1921.

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CENTRAL UNION GAS COMPANY

Incorporated July 13, 1897, and on that date began to supply gas in the 23d ward of The Bronx.

The entire capital stock of the company with the exception of 35 shares [held for the purpose of qualifying seven directors], was acquired March 11, 1898, by the New Amsterdam Gas Co. [a subsidiary company of the Consolidated Gas Co. of New York.]

Respondent owns 7,600 shares of the capital stock of the Northern Union Gas Co. [The remaining 7,400 shares are held by the New Amsterdam Gas Co.]

Important Changes during the Year.—Rate changes were instituted as follows: Under preliminary injunction granted by the federal court, a rate of $1 per M cu. ft. was put in effect July 1, 1920. Under a modifying order of the court, this rate was increased to $1.10 per M cu. ft. December 1, 1920. These court orders contain provisions for the impounding, pending final judgment in the action, of the amount collected in excess of the statutory rate of 80 cents per M cu. ft. either by depositing the monies in the court or by the deposit of substituted security.

No additional powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE[1]	December 31, 1920	Increase or (D) decrease
$228,556 86	Cash	$236,817 00	$8,260 14
20,550 00	U. S. Liberty bonds purchased for employees.	.....	D 20,550 00
3,887 38	Accounts receivable from City of New York (gas)	4,468 05	580 67
79,131 09	Consumers' accounts receivable	130,034 75	50,903 66
175,443 67	Current accounts receivable from assoc'd co.'s.	425,293 99	249,850 32
139,671 97	Other accounts receivable	90,192 34	D 49,479 63
5,425 71	Interest and dividends receivable	3,277 31	D 2,148 40
3,425 00	Special deposits for coupons	1,850 00	D 1,575 00
.....	U. S. Liberty bonds, deposited with Special Master	180,000 00	180,000 00
212,956 57	Materials and supplies	275,932 71	62,976 14
250,300 00	Stocks of associated companies	250,300 00	.....
534,651 45	Other investment securities	364,249 14	D 170,402 31
8,929,813 25	"Fixed Capital, December 31, 1908"	8,926,747 20	D 3,066 05
1,953,384 24	Fixed capital installed since 1908	2,076,112 23	122,727 99
10,883,197 49	Total book cost	11,002,859 43	119,661 94
2,127,504 46	Accrued amortization of capital[1]—Cr.	2,207,951 01	80,446 55
8,755,693 03	Fixed capital—net	8,794,908 42	39,215 39
3,000,000 00	Temporary advances to associated companies.	3,600,000 00	600,000 00
.....	Unamortized debt discount and expense	3,990 60	3,990 60
.....	Other suspense	1,520 81	1,520 81
$13,409,692 78	Total	$14,362,835 12	$953,142 39

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.* amortization of cost of perishable property (see paragraph on *Depreciation*, page 813); but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements—plant withdrawn from service; Contingency reserve), that contain accumulations made in former years through the prescribed accounts. As no segregation is made of such accumulations the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations. Under the prescribed account Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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Central Union Gas Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE	December 31, 1920	Increase or (D) decrease
$241,702 39	Taxes accrued [2]	$365,688 60	$123,986 21
202,453 50	Consumers' deposits	210,561 31	8,107 81
667,083 04	Accounts payable to associated companies	1,543,442 15	876,359 11
165,975 92	Miscellaneous accounts payable	248,763 38	82,787 46
3,724 53	Interest accrued on funded debt	2,214 65	D 1,509 88
73,568 11	Interest accrued on unfunded debt [2]	92,472 30	18,904 19
11,906 58	Employees' Liberty bond payments	.....	D 11,906 58
29,246 39	Other unfunded debt	40,648 46	11,402 07
3,500,000 00	Mortgage bonds	3,500,000 00	.....
55,000 00	Miscellaneous funded debt	55,000 00	.....
86,401 45	Casualties and insurance reserve	91,249 14	4,847 69
.....	Gas sales suspense	233,944 70	233,944 70
3,500,000 00	Common stock	3,500,000 00	.....
4,872,630 82	Corporate surplus	4,478,850 43	D 393,780 39
$13,409,692 73	Total	$14,362,835 12	$953,142 39

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*— Credits during year on account of withdrawals and retirements: Buildings, $891.35; street mains, $68.58; services, $722.80; meters, $768.86; cocks and connections, $239.46; horses, wagons and harness, $375; total, $3,066.05. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Occupied by gas works	.....	.....	.....	.....
Occupied by outside holder stations	.....	.....	.....	$5,428 37
Real estate improvements and assessments	$4,997 70	.....	.....	17,726 21
Other land	.....	.....	.....	113,086 12
Organization	.....	.....	.....	.....
Franchises (gas)	.....	.....	.....	.....
Patent rights (gas)	.....	.....	.....	.....
Assessments	2,425 36	.....	.....	2,425 36
General structures	954 31	.....	.....	247,883 66
General equipment	2,238 47	.....	$1,994 14	30,288 41
Works and station structures	.....	.....	512 29	45,025 54
Holders	.....	.....	.....	871 75
Furnaces, boilers and accessories	1,353 93	.....	.....	25,729 49
Steam engines	.....	.....	.....	6,377 37
Gas engines	.....	.....	.....	.....
Misc. power plant equipment	.....	.....	.....	2,171 08
Benches and retorts	4,725 00	.....	.....	6,787 29
Water-gas sets and accessories	.....	.....	.....	445 49
Purification apparatus	.....	.....	.....	108,951 71
Accessory equipment at works	494 00	.....	281 96	59,310 85
Trunk lines and mains	15,373 02	.....	.....	270,260 04
Gas services	7,633 12	.....	.....	114,005 54
Gas meters	18,862 96	.....	438 83	435,330 45

[2] See note 1 to Table XXXVII.

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Central Union Gas Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Gas meter installation	.....	.....	.....	.....
Municipal street lighting fixtures	.....	.....	.....	.....
Gas engines and appliances	$63,491 90	.....	$1,553 50	$565,758 04
Gas tools and implements	5,685 53	.....	3,372 98	13,491 93
Gas laboratory equipment	.....	.....	.....	.....
Other tangible gas capital	.....	.....	.....	.....
Engineering and superintendence	3,349 48	.....	.....	11,542 16
Law expenditures during construction	.....	.....	.....	.....
Injuries during construction	.....	.....	.....	.....
Taxes during construction	.....	.....	.....	.....
Interest during construction	Cr. 703 09	.....	.....	Cr. 6,943 09
Misc. construction expenditures	.....	.....	.....	158 46
Unfinished construction	.....	.....	.....	.....
Total	$130,881 69	.....	$8,153 70	$2,076,112 23

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to renewals and replacements—plant withdrawn from service
Storage sheds	3	$1,403 64	.....	$1,403 64
Tar pumps	2	281 96	$30 00	251 96
Street mains (feet)	93	68 58	.....	68 58
Gas services	40	722 80	.....	722 80
Gas meters and connections	167	1,447 15	.....	1,447 15
Gas tools and implements	——	3,372 98	.....	3,372 98
General equipment	5	2,369 14	760 00	1,609 14
Gas engines and appliances	259	1,553 50	.....	1,553 50
Total	——	$11,219 75	$790 00	$10,429 75

Miscellaneous Investments.— Stocks of associated companies held free: Capital stock, Northern Union Gas Co., par value, $760,000; money cost and amount at which carried on books, $250,000; capital stock, Municipal Lighting Co., Inc., par value, money cost and amount at which carried on books, $300; no income accrued or received during year.

Other investment securities held free: Fire insurance participation certificates, par value and amount at which carried on books, $91,249.14; income accrued and received during year, $2,737.48; U. S. Liberty bonds, 3½ — 4¾%, 3 — 30 yrs., par value, money cost and amount at which carried on books, $273,000; interest accrued during year, $16,982.06; interest received, $19,130.46.

Total amount at which carried on books, $614,549.14; income accrued during year, $19,719.54; received, $21,867.94.

Bills and Accounts Receivable from Associated Companies.— Temporary advances: New Amsterdam Gas Co., amount at beginning of year, $3,000,000; advanced during year, $600,000; reimbursed during year, none; amount owing at close of year, $3,600,000; interest accrued during year, $226,467.21; interest received during year, $106,028.68.

Accounts receivable: Northern Union Gas Co., $296,395.06; New Amsterdam Gas Co., interest, $121,438.53; Astoria Light, Heat & Power Co., $3,737.44; Standard Gas Light Co., $2,900.63; Consolidated Gas Co., $535.39; minor accounts, $286.94; total, $425,293.99.

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Central Union Gas Company

Miscellaneous Accounts Receivable.— Barrett Co., $11,071.63; miscellaneous debtors, $79,120.71; total, $90,192.34.

Materials and Supplies.— Bituminous coal, $46,925.70; anthracite steam coal, $19,511.65; gas oil, $64,751.41; coke and breeze, $14,455.23; iron pipes and fittings, $29,935.05; gas ranges and appliances, $55,988.66; gas lamps, $9,318; station materials and supplies, $24,521.22; minor items, $10,525.79; total, $275,932.71.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage bonds	Purchase money mortgages [3]	
Nominal date of issue	———	Aug. 16, 1897	May 28, 1901	May 18, 1904
Date of maturity	———	Aug. 16, 1927	Nov. 28, 1922	Nov. 18, 1922
Interest rate and date	———	5%, J. & J.	5½%, J. & D.	5½%, M. & N.
Denomination	1 share — $100	$1,000	———	———
Authorized by company	$3,500,000	3,500,000	$20,000 00	$35,000 00
By public authority	3,500,000	3,500,000	———	———
Actually issued prior to year.	3,500,000	3,500,000	20,000 00	35,000 00
Cash realized	.....	[4] 270,000	20,000 00	35,000 00
Property consideration	3,500,000	([4])	.....	.....
Amount actually outstanding	3,500,000	3,500,000	20,000 00	35,000 00
Interest accrued and dividends declared	.....	175,000	1,141 26	1,948 86
Interest charged to income	———	175,000	1,141 26	1,948 86
Interest and dividends paid	.....	176,575	1,100 00	1,925 00
Interest and dividends not due	.....	.....	132 60	232 05
Interest and dividends matured and unpaid	.....	1,850	.....	.....
Trustee under mortgage	———	Central Trust Co.	———	———

Accounts Owing to Associated Companies.— Temporary advances: Consolidated Gas Co., amount owing at beginning of year, $450,000; advanced during year, $800,000; amount owing at close of year, $1,250,000; interest accrued, (at 7% on $1,050,000, at 8% on $200,000) $47,880.81; interest paid during year, $42,049.30.

Accounts payable: New Amsterdam Gas Co., $181,033.59; Consolidated Gas Co.,[5] $84,544.78; East River Gas Co., $12,747.11; Standard Gas Light Co., $9,149.91; Astoria Light, Heat & Power Co., $5,476.42; minor accounts, $490.34. Total, $293,442.15.

Miscellaneous Accounts Payable.— Gas oil bills, $156,813.51; 20-cent repayments, $29,175.07; coal bills, $4,880.16; other accounts payable, $57,894.64; total, $248,763.38.

Other Unfunded Debt.— Water charges accrued, $2,735.50; suspense items representing bills not yet in hand, $37,912.96; total, $40,648.46.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Contingency [6]	$1,841,179 98	.....	.....	$1,841,179 98
Renewals and replacements — plant withdrawn from service [6]	286,324 48	$90,876 30	$10,429 75	366,771 03
Fire insurance participation	86,401 45	4,847 69	.....	91,249 14
Gas sales suspense	.....	233,944 70	.....	233,944 70

The last item represents amount collected in excess of the statutory rate, not included in revenues, pending final action of the United States Supreme Court.

[3] The mortgages mentioned below expired in 1919 but were extended to 1922.

[4] "More than 92% of the respondent's bonds were issued directly for its plant and property and securities of other companies; the remainder, $250,000 were sold for cash producing $270,000 and the proceeds devoted to plant and property accounts."

[5] Includes $7,031.51 interest accrued but unpaid on advances from Consolidated Gas Co.

[6] See *Depreciation*, page 813.

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Central Union Gas Company

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Operating revenues — sales of gas:				
Lighting municipal buildings..	13,691.5	$0.75	$10,268 58	$2,606 16
Prepaid gas	903,482.5	.80	[7] 722,786 00	39,262 24
Commercial metered lighting..	2,112,036.1	.80	[7] 1,689,601 68	128,563 08
Total sales	3,029,210.1	.....	$2,422,656 26	$170,431 48
Miscellaneous revenues: Commissions on others' gas, $80,871.95; rent of gas appliances, $263,046.53; gas merchandise and jobbing revenue, $95,745.54[8]; joint gas rent revenue, $188,069.90; other miscellaneous gas revenue (rents), $6,530.57.....			634,264 49	149,898 91
Total operating revenue.....			$3,056,920 75	$320,330 39

	Cents per M cu.ft.[9]		
Operating expenses:			
Gas making labor.....	6.14	$225,939 97	$45,498 11
Boiler fuel	3.98	146,249 16	21,537 56
Gas, coal and coke under retorts.....	[10] 16.95	623,372 79	137,303 79
Generator fuel	[11] 9.61	353,628 60	63,107 99
Gas oil	[11] 25.86	951,016 69	117,592 39
Other supplies and expenses.....	2.36	86,662 35	8,181 78
Repairs at works.....	4.84	177,988 53	1,668 94
Total works expense.....	69.74	$2,564,858 09	$394,890 56
Less residuals produced.....	14.97	550,434 11	83,500 59
Net cost of gas in holder { coal gas.....	55.21	$447,436 07	$72,729 58
water gas.....	54.65	1,566,987 91	238,660 39
all gas.....	54.77	2,014,423 98	311,339 97
Add charges:			
For gas received from: New Amsterdam Gas Co., $1,215,295.36; Consolidated Gas Co., $15,349.47; Standard Gas Light Co., $3,173.20	———	1,233,818 53	316,296 07
For carrying charges on New Amsterdam Gas Co.'s manufacturing plant.....	———	233,830 14 D	27,612 97
Deduct charges to Northern Union Gas Co.:			
For gas delivered.....	———	1,329,636 57	277,008 98
For carrying charges on New Amsterdam Gas Co.'s manufacturing plant.....	———	97,725 78 D	5,211 10
For carrying charges on N. Y. Mutual Gas Light Co.'s manufacturing plant.....	———	..... D	5,047 27
Total production expenses.....	67.83	$2,054,710 30	$333,322 46
Distribution expenses	12.16	368,433 04	97,797 74
Commercial administration	5.65	171,004 81	21,612 76

[7] Excludes $27.20 of abatements and $233,944.70 for gas billed at prices in excess of statutory 80¢ rate. (See Gas Sales Suspense under *Reserves*.)

[8] Receipts from sale of merchandise and from jobbing, $290,341.54 *less* cost of materials sold, $194,596.

[9] The ratios for net cost of gas in holder and preceding items are based on 3,677,944 M cu. ft. made (810,450 M cu. ft. of coal gas; 2,867,494 M cu. ft. of water gas); those for total production expenses and following items on 3,029,210.1 M cu. ft. sold.

[10] Coal gas expense only; ratio for the 810,450 M cu. ft. made is 76.92¢.

[11] Water gas expense only; ratios for the 2,867,494 M cu. ft. made are: Generator fuel, 12.33¢; gas oil, 33.17¢.

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Central Union Gas Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.	Net amount for year	Increase or (D) decrease
Deduct charges to Northern Union Gas Co.— *Concluded:*			
Promotion of business	1.97	$59,736 80	$1,044 88
General (excluding depreciation)	6.18	187,300 04	42,888 96
Total of foregoing	93.79	$2,841,184 99	$496,666 80
Renewals and replacements — plant withdrawn from service (reserved)[12]	3.00	90,876 30	6,397 02
Total (including amortization)[12]	96.79	$2,932,061 29	$503,063 82
Uncollectible operating revenue	0.08	2,430 26	D 2,053 14
Tax accruals	7.88	238,720 49	7,269 23
Joint facility rents	6.71	203,144 87	10,700 00
Miscellaneous rents	0.11	3,304 26	16 74
Total of expenses, taxes, etc.	111.57	$3,379,661 17	$518,996 65
Net operating income ... *Loss*		322,740 42	D 198,666 26
Non-operating income: Interest on fire insurance participation certificates, $2,737.48; on U. S. Liberty bonds, $19,213.31; on advances to New Amsterdam Gas Co., $226,467.21; on bank balances, $4,488.75; miscellaneous interest, $3.53		252,910 28	74,876 26
Gross corporate income ... *Loss*		$69,830 14	D $123,790 00
Deductions from gross income: Interest on funded debt, $178,090.12; on consumers' deposits, $8,788.52; on unpaid taxes, $17,931.25; on advances from Consolidated Gas Co., $47,880.81; amortization of debt discount and expense, $194.94; federal tax on bond interest, $2,551.50		255,437 14	49,803 99
Net corporate income ... *Loss*		$325,267 28	D $173,593 99

CORPORATE SURPLUS

		Amount
Surplus, December 31, 1919		$4,872,630 82
Additions to surplus: Proportion of 1919 cost of operating Kingsbridge holder charged to Northern Union Gas Co., $6,596.56; value of anthracite coal on hand in excess of book record, $26,127.60; proportion of allowance to Barrett Co. for oil tar used as fuel, chargeable to Northern Union Gas Co., $1,939.19; refund of 1915 Pennsylvania state tax on coal, $62.74		34,726 09
Total credits		$4,907,356 91
Debit balance for year transferred from income	$325,267 28	
Other deductions: Transfer of suspense account, Lexington avenue subway construction, not collectible from subway contractors, $89,735.42; cost of legal and accounting services, 1919, in connection with gas rate appeal, $8,521.50; allowance to Barrett Co. for oil tar used as fuel, 1919, $2,306.25; proportion of allowance to Barrett Co. by New Amsterdam Gas Co. for oil tar used as fuel, $2,077.38; inventory adjustment, coal, $598.65	103,239 20	
Total debits		428,506 48
Surplus December 31, 1920		$4,478,850 43

[12] [The company makes no charge to operating expense account "General amortization." Instead it has included in operating expenses an unauthorized account "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 813.]

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Central Union Gas Company

Intercompany Purchases and Sales [12]

	M cu.ft.		Expense	Average per M cu.ft.
Gas received from —				
New Amsterdam Gas Co.	1,897,420.7			
Labor and materials plus 10%			$1,215,295 86	$.6405
Carrying charges on mfg. plant			233,830 14	.1232
Consolidated Gas Co.	25,563.5			
Labor and material plus 10%			15,349 47	.6004
Standard Gas Light Co.	4,903.5			
Labor and materials plus 10%			3,173 20	.6471
Total	1,927,887.7		$1,467,648 67	$.7613
Gas delivered to —				
Northern Union Gas Co.	2,347,862.9			
Labor and materials plus 10%		Cr.	[14]$1,329,636 57	[14]$.5663
Carrying charges on New Amsterdam manufacturing plant		Cr.	97,725 78	.0416
Total	2,347,862.9	Cr.	$1,427,362 35	$.6079

Joint Facilities.[15] — Rent deductions: For use of distribution system and Kingsbridge holder, Consolidated Gas, $187,548.47; distribution system, Standard Gas Light, $4,502.49; distribution system, East River Gas, $152,965.15; total debits, $345,016.11; *less* credit on account of proportion charged to Northern Union, $141,871.24; net debit, $203,144.87.

Credits to revenue: For use of respondent's manufacturing plant capacity, Northern Union, $185,356.46; respondent's distribution system, Standard Gas Light, $2,713.44; total, $188,069.90.

Sale of Residuals and By-Products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 1, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — Gas" and concurrent credit to "Accrued amortization of capital" of 13.17 cents per M cu. ft. sold [*less* the cost of actual repairs]. The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item, "Renewals and replacements — plant withdrawn from service," charging thereto in 1920 3 cents per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

Rent Charges — Space at 173d street and West Farms road, Northern Union Gas Co., $900; at 111th street and First avenue, Standard Gas Light Co., $70.98; in buildings at 140th street and Third avenue, $2,333.28; total, $3,304.26.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables I—IV.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

Source and Disposition of Gas.— See Table XII.

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[12] "The volume of gas delivered to the Northern Union Gas Co is computed upon the indexed quantities at the consumers' meters. The quantity of gas received from the New Amsterdam Gas Co., Consolidated Gas Co., and Standard Gas Light Co. is determined by the quantity manufactured by us and our sales to the Northern Union Gas Co. and our own consumers. The point of delivery is not known."

[14] The entire charge to Northern Union amounted to $1,410,508.52 (60.08 cents per M cu. ft.) of which there was credited to revenue, $80,871.95.

[15] [For details of joint facilities, see Addendum in Consolidated Gas Co. abstract.]

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Central Union Gas Company

Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, William H. Bradley; Vice-President and Secretary, Louis H. Werner; Assistant Secretary, Charles G. Duffy; Treasurer, Philip J. Schneider; Assistant Treasurer and Superintendent of Distribution, Arthur H. Hall.

Directors.— Nicholas F. Brady, George B. Cortelyou, William Rockefeller, R. A. Carter, George W. Doane, William H. Bradley, J. A. Garver.

Main Business Office.— 529 Courtlandt Avenue, The Bronx, New York City.

Report verified by Philip J. Schneider, Treasurer, March 15, 1921.

CONSOLIDATED GAS COMPANY OF NEW YORK

Organized November 10, 1884, under chapter 367 of the Laws of 1884, through the consolidation of the following companies: Manhattan Gas Light Company, New York Gas Light Company, Metropolitan Gas Light Company, Knickerbocker Gas Light Company, Harlem Gas Light Company and Municipal Gas Light Company. Since the date of its organization the company has supplied gas in the Borough of Manhattan and claims the right to operate in the Borough of The Bronx. It supplies mixed coal and water gas. (For controlled companies, see schedule of Investments, and previous Reports.)

Total number of votes cast at the last general meeting held on January 26, 1920 was 538,801. The ten largest stockholders and their share-holdings, as of December 31, 1908 (last reported), were: Mutual Life Insurance Co., 15,000; Wm. C. Rockwell, 13,400; Anthony N. Brady, 9,666; Henry J. Cammann, 9,500; J. M. Amory & Son, 7,300; Pearl & Co., 7,100; Edey, Brown & Sanderson, 6,700; David G. Leggett, 6,267; Hugh J. Grant, 6,065; Home Insurance Co., 6,000.

Important Changes during the Year.— No extensions of system or plant have been made, excepting such as are reflected under *Fixed Capital Installed since December 31, 1908.* Securities were acquired from the following companies for the cancellation of a like amount of their floating debt to respondent: Capital stock, from the New York Edison Co., 35,000 shares at par; ten year 7% debentures, from the United Electric Light & Power Co., $8,825,000; from the Westchester Lighting Co., $3,390,000; from the New York & Queens Electric Light & Power Co., $3,400,000.

The company purchased 60 shares of preferred and 36 shares of common stock of the Standard Gas Light Co., 45 shares of preferred and 61½ shares of common stock of New Amsterdam Gas Co., and 20 shares of stock of the New York Edison Co., for $70,000; 246 shares of stock of the Ball Electric Illumination Co. for $17,500; the entire cost of which, $87,500, was charged to surplus. Company acquired at par, $480,000 of collateral trust notes of Westchester Lighting Co. and received from the United Electric Light & Power Co., $1,013,998.32 in cancellation of floating debt (notes $962,479.67, loans $50,000 and interest, $1,518.65). The company on February 1, 1920, issued five-year secured 7% convertible gold bonds, par value $25,000,000, to retire 6% convertible debentures on that date and on December 1, 1920, issued $25,000,000 par value 8% one year secured gold notes.

Under a preliminary injunction granted by the federal court, the rate for gas was changed from 80 cents per M. cu. ft. to $1.00 per M. cu. ft. effective July 1, 1920. Pursuant to final decrees entered by the Court on August 4 and 11, 1920, a rate of $1.20 was put into effect as of August 6, 1920. Under the terms of this decree the sums collected in excess of 80¢ per M. cubic feet or substituted security therefor, are required to be held by the Court pending the outcome of the appeal and the fixation of a new rate by this Commission.

On January 29, 1920, Lewis B. Gawtry resigned as vice-president and the following appointments were made: C. G. M. Thomas as vice-president, H. M. Brundage as secretary, F. H. Nickerson as assistant secretary, and B. Whiteley as treasurer. On October 28, 1920, J. H. N. Armstrong was appointed assistant treasurer and H. C. Davidson comptroller. No new powers or franchises were acquired.

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Consolidated Gas Company of New York

BALANCE SHEET [1]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$2,142,967 54	Cash	$2,375,969 78	$233,002 24
16,000 00	Bills receivable — time	16,000 00	.....
39,866 58	Accounts receivable from City of New York	44,684 92	4,818 34
697,403 01	Consumers' accounts receivable	1,223,708 41	526,305 40
421,862 75	Accounts receivable from assoc'd co's	1,327,558 44	905,695 69
482,998 53	Other accounts receivable	930,874 81	447,876 28
1,673,454 74	Interest and dividends receivable [2]	1,690,409 09	16,954 35
106,450 00	U. S. Liberty bonds for employees	.....	D 106,450 00
103,033 75	Special deposits	273,033 75	170,000 00
.....	Par value of U. S. Liberty bonds deposited with Richard Welling, Special Master	1,989,350 00	1,989,350 00
1,284,045 48	Materials and supplies	1,720,946 24	436,900 76
.....	Par value of U. S. Liberty bonds loaned to affiliated companies	350,000 00	350,000 00
2,476,350 00	U. S. Liberty bonds	2,122,650 00	D 353,700 00
91,634,740 41	Other miscellaneous investments	110,069,737 41	18,434,997 00
40,046,557 45	"Fixed Capital, Dec. 31, 1908"	39,326,194 41	D 720,363 04
14,503,726 06	Fixed capital installed since 1908	15,502,436 53	998,710 47
54,550,283 51	Total book cost	*54,828,630 94*	*278,347 43*
11,995,053 40	Accrued amortization of capital — Cr.[3]	*11,936,563 98*	D *58,489 42*
$42,555,230 11	Fixed capital — net	*$42,892,066 96*	*$336,836 85*
20,155,000 00	Temporary advances to assoc'd co's	27,195,000 00	7,040,000 00
198 66	Unamortized debt discount and expense	455,759 05	455,560 39
[3] 439,622 77	Other suspense	137,496 39	D 302,126 38
$164,229,224 33	Total	$194,815,245 25	$30,586,020 92
	LIABILITIES SIDE		
$1,822,201 58	Taxes accrued [4]	$2,317,199 54	$494,997 96
.....	Bills payable — demand	600,000 00	600,000 00
3,350,000 00	Bills payable — time	5,850,000 00	2,500,000 00
1,191,217 69	Consumers' deposits	1,305,273 36	114,055 67
881,905 70	Accounts payable to associated companies	2,068,969 91	1,187,064 21
1,099,550 62	Miscellaneous accounts payable	1,515,891 65	416,341 03
242,782 48	Interest accrued on funded debt	291,666 66	48,884 18
[3] 491,528 07	Interest accrued on unfunded debt [4]	693,086 60	201,558 53
49,545 14	Employees Liberty bond payments	.....	D 49,545 14
163,161 07	Other unfunded debt	27,320,784 73	27,157,623 66
24,278,247 50	Miscellaneous funded debt	25,000,000 00	721,752 50
13,918,878 23	Premiums on stocks	13,918,878 23	.....
.....	Gas sales suspense	[5] 2,796,728 08	2,796,728 08

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.* amortization of the cost of perishable property (see *Depreciation*, page 824); but reports on the liabilities side of the balance sheet certain reserves ("Renewals and replacements — plant withdrawn from service" and "Contingency") that contain accumulations made in former years through the prescribed accounts. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[2] Includes associated company items of $1,623,753.31. For details see note 12.

[3] In the 1919 report, respondent included in suspense, $51,678.45 prepaid interest, but in 1920 this item is deducted from Interest accrued on unfunded debt, a corresponding change being made in the 1919 figures for the purposes of comparison.

[4] See note 1, Table XXXVII.

[5] Difference between the eighty cents statutory rate for gas, and amounts billed consumers for commercial metered lighting and prepaid gas, impounded in accordance with United States District Court Orders effective July 1, 1920 and August 6, 1920.

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Consolidated Gas Company of New York

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$856,053 87	Casualties and insurance reserve	$885,049 19	$28,995 22
100,000,000 00	Common stock	100,000,000 00	.....
15,884,152 38	Corporate surplus	10,251,717 30	D 5,632,435 08
$164,229,224 33	Total	$194,815,245 25	$30,586,020 92

Contingent Liabilities.— The following bonds are guaranteed by this company, both as to principal and interest: Westchester Lighting Co., 1st mortgage 5's, due 1950; authorized issue, $10,000,000; outstanding, $8,510,000; New York & Westchester Lighting Co., general mortgage, ½ to 4%, due 2004; authorized and outstanding, $10,000,000; New York & Westchester Lighting Co., debenture 5's, due 1954; authorized and outstanding, $2,500,000; New York & Suburban Gas Co., 1st mortgage 5's, due 1949; outstanding, $230,000; Hudson River Gas & Electric Co., 1st mortgage 5's, due 1929; outstanding, $250,000; White Plains Lighting Co., 1st mortgage 5's, due 1938; outstanding, $335,000. This company also guaranteed the security bonds, filed by the companies named, conditioned upon the repayment of certain moneys to consumers — pursuant to the terms of an order of the U. S. District Court for the Southern District of New York, dated November 19, 1920: The New York Mutual Gas Light Co., $155,000, and the New York & Queens Gas Co., $200,000.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND DEBIT BALANCES

"*Fixed Capital, December 31, 1908.*" — Credits during year on account of withdrawals and retirements: Real estate, $12,007.39; plant, $617,919.91; street mains, $40,848.56; services, $26,792; meters, $16,764.50; cocks and connections, $1,735.42; tools and implements, $868.54; automobiles and accessories, $3,426.72; total, $720,363.04. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by gas works	$10,866 60	.....	.....	$41,291 40
Land occupied by outside holder stations	11,605 95	.....	.....	390,970 70
Other lands	3,736 55	.....	.....	1,014,533 04
Assessments	17,044 14	.....	.....	17,044 14
General structures	5,132 57	.....	$2,399 00	3,076,135 62
General equipment	51,433 21	.....	23,039 67	798,755 38
Works and station structures	1,637 80	.....	.....	631,471 01
Holders	.....	.....	.....	688,874 64
Furnaces, boilers and accessories	.....	.....	.....	120,568 37
Steam engines	.....	.....	.....	41,053 08
Miscellaneous power plant equipment	.....	.....	.....	2,961 69
Water gas sets and accessories	.....	.....	.....	22,342 38
Purification apparatus	4,101 67	.....	.....	85,022 90
Accessory equipment at works	68,770 74	.....	.....	387,617 97
Trunk lines and mains	35,797 42	.....	63 11	3,456,183 57
Gas services	98,283 06	.....	98 68	445,452 39
Gas meters	81,720 00	.....	561 15	944,435 98
Gas engines and appliances	597,573 19	.....	10,426 47	2,798,546 71
Gas tools and implements	5,844 96	.....	2,266 10	18,861 13
Gas laboratory equipment	3,936 38	.....	1,733 75	17,073 08

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Consolidated Gas Company of New York

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Other tangible gas capital	$20,367 68	.....	$1,027 53	$262,343 07
Engineering and superintendence	22,667 08	.....	.....	258,159 23
Interest during construction	Cr. 193 07	.....	.....	Cr. 17,260 95
Total	$1,040,325 93	.....	$41,615 46	$15,502,436 53

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount recovered	Amount charged to renewals and replacement reserve
Land, E. 15th st., Avenues "C" and "D"	——	$12,007 39	$12,007 39	.....	.....
Steam boilers	2	825 00	625 00	$200 00	.....
Gas fired boilers	1	[6] 1,917 41	.....	1,040 40	$877 01
Water cutoff	1	40 00	.....	24 00	16 00
Street mains	5,580	40,911 67	222 21	.....	40,689 46
Gas services	1,958	26,890 68	98 68	.....	26,792 00
Gas meters	2,284	17,325 65	.....	386 80	16,938 85
Gas appliances rented	15,013	10,426 47	6,125 68	3,402 85	897 94
Cocks and connections	——	2,762 95	26 37	1,001 16	1,735 42
Tools and implements	——	17,134 83	2 41	13 00	17,119 42
Automobiles and accessories	10	12,941 95	.....	1,165 00	11,776 95
General stable equipment	4	1,258 00	.....	175 00	1,083 00
14th street station	——	[7] 612,869 91	.....	.....	612,869 91
Roofs — coal sheds, 42d street station	2	[8] 5,086 41	.....	.....	5,086 41
Holders:					
Inwood	——	[9] 27 90	.....	.....	27 90
14th street	——	[9] 118 29	.....	3,200 00	Cr. 3,081 71
42nd street	——	[9] 980 60	.....	4,500 00	Cr. 3,519 40
Filling in holder pits, 65th street station	——	.....	.....	3,500 00	Cr. 3,500 00
Total	——	$763,525 11	$19,107 74	$18,608 21	$725,809 16

Miscellaneous Investments [10]

ISSUING COMPANY AND SECURITY OR OTHER INVESTMENT	Par value of amount held	Date of acquisition	Amount at which carried on books[11]	Income accrued during year	Income received during year
Investments in associated companies					
Astoria L., H. & P. Co.:					
Capital stock	$10,000,000	1899-1914	$10,000,000	$600,000	$600,000
First mortgage, 5½'s, 1964	5,000,000	1914	5,000,000	275,000	275,000

[6] Includes cost of dismantling $183.41.
[7] Includes cost of dismantling $150.
[8] Includes cost of dismantling $86.41.
[9] Cost of dismantling.
[10] All held free at end of year, except $69,000,000, par value, of stock of New York Edison Co., as security for five-year, secured, 7%, convertible gold and one-year, 8% gold notes.
[11] For this note see next page.

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Consolidated Gas Company of New York

Miscellaneous Investments — Continued

ISSUING COMPANY AND SECURITY OR OTHER INVESTMENT	Par value of amount held	Date of acquisition	Amount at which carried on books [11]	Income accrued during year	Income received during year
Investments in associated companies— Continued					
Ball Electric Illuminating Co.:					
Capital stock	$24,600	1920	.....	.....	.....
Brush Electric Illuminating Co.:					
First mortgage, 6's, 1899	275,000	1901	$275,000	$16,500	$16,500
Municipal Lighting Co., Inc.:					
Capital stock	3,000	1915	3,000	.....	.....
National Coke & Coal Co.:					
Capital stock	50,000	1901	50,000	.....	.....
New York Mutual Gas Light Co.:					
Capital stock	1,886,200	1899–1905	5,703,291	150,896	169,758
New Amsterdam Gas Co.:					
Preferred stock	8,995,800	Various dates	4,814,608	.....	.....
Preferred scrip	175				
Common stock	12,160,300				
Common scrip	442				
Bond scrip	860				
New York & Westchester Lighting Co.:					
General mortgage, one-half 4's, 2004	7,000	1905	5,449	280	280
New York Edison Co.:					
Capital stock	69,445,400	1901–1920	42,605,370	4,677,288	4,677,288
New York & Queens Gas Co.:					
Capital stock	600,000	1913	390,106	.....	.....
N. Y. & Queens Elec. L. & P. Co.:					
Preferred stock	849,000	1913–1914	639,532	33,960	33,960
Common stock	1,066,600	1917–1918	578,662	.....	.....
Debenture bonds, 7's, 1930	3,400,000	1920	3,400,000	.....	.....

[11] The company states that the book value as shown, $112,542,387.41, is the cash cost of the securities listed with the following exceptions:

Securities of the New Amsterdam Gas Co.:

Par value of securities issued therefor	$3,773,600 00
Cash paid therefor	*1,041,008 03
Book value	$4,814,608 03

Securities of the New York Edison Co.:

Par value of securities issued therefor	$15,517,200 00
Proportionate share of undistributed surplus earnings of the Edison Electric Illuminating Co., and the N. Y. Gas & Electric Light, Heat & Power Co., which at the formation of the New York Edison Co., in May, 1901, was represented in the securities of that company, received by this company, in lieu of the securities therefore held	2,684,519 63
Cash	*24,403,650 00
Book value	*$42,605,369 63

Real estate bond and mortgage:

Accepted in part payment of real estate sold	$443,000 00
Fire insurance participation certificates	$584,663 70

* It appears, however, that the foregoing statement fails to take account of the cost of certain investment securities the cost of which has been charged to surplus; thus in 1920 the company acquired the following stocks: 45 shares of preferred and 61½ shares common of the New Amsterdam Gas Co.; 60 shares preferred and 36 shares common of the Standard Gas Light Co.; 20 shares of the New York Edison Co.; and 246 of the Ball Electric Illuminating Co. The aggregate cost of these securities, $87,500, was charged to corporate surplus and their book value is 0.

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Consolidated Gas Company of New York

Miscellaneous Investments — Concluded

ISSUING COMPANY AND SECURITY OR OTHER INVESTMENT	Par value of amount held	Date of acquisition	Amount at which carried on books[11]	Income accrued during year	Income received during year
Investments in associated companies— Concluded					
Standard Gas Light Co.:					
Preferred stock	$4,102,100	1900–1920	$14,587,495	.....	.....
Common stock	4,799,800				
United Electric Light & Power Co.:					
Preferred stock	1,641,800	1900–1905			
Preferred scrip	88	1900–1905			
Common stock	3,654,000	1900–1905	8,438,065	$240,900	$240,900
Common scrip	146	1900–1905			
First mortgage, 5's, 1924	4,818,000	1900–1908			
Debenture bonds, 7's, 1930	8,825,000	1920	8,825,000	.....	.....
Westchester Lighting Co.:					
Preferred stock	2,500,000	1904	.....	.....	.....
Common stock	10,066,000				
Collateral trust notes, 1920	480,000	1920	480,000	3,383	.....
Debenture bonds, 7's, 1930	3,390,000	1920	3,390,000	.....	.....
Other investments					
Chemists' Building Co.:					
Capital stock	2,500	1911	2,500	.....	.....
U. S. Liberty bonds:					
First 3½s, 1947	250,000	1917–1918	250,000	8,886	9,061
Second 4¼'s, 1942	250,000	1917	250,000	23,641	25,500
Third 4¼'s, 1928	600,000	1918–1919	600,000	25,652	26,186
Fourth 4¼s, 1938	1,000,000	1918–1919	1,000,000	42,500	42,500
Fifth 4¾'s, 1923	22,650	1920	22,650	1,177	1,209
Second 4¼'s, loaned to New Amsterdam Gas Co	300,000	1920	300,000	1,594	.....
Second 4¼'s, loaned to Northern Union Gas Co	50,000	1920	50,000	266	.....
Deposited with special master	[29,350]	1920	[29,350]	846	.....
Real estate mortgages	268,000	1910–1919	268,000	8,608	12,305
Insurance participation certificates	613,659	.....	613,659	18,410	18,410
Total	$161,332,120	——	$112,542,387	$6,129,787	$6,149,157

Bills and Accounts Receivable from Associated Companies[12]

COMPANY	Advanced during year	Reimbursed during year	Amount at close of year	Income accrued during year	Income received during year
Advances:					
New York Edison Co	$12,500,000	$4,000,000	$12,000,000	$234,424 66	$203,000 00
Westchester Lighting Co.	865,000	3,755,000	500,000	245,789 33	261,091 80
United Elec. L. & P. Co	7,200,000	9,525,000	6,500,000	667,352 07	633,062 34
Astoria Light, H. & P. Co.	2,650,000	950,000	1,700,000	9,420 54	2,713 69
N. Y. & Queens Gas Co	230,000	.....	720,000	41,944 25	40,029 86
N. Y. & Queens Elec. L. & P. Co	3,300,000	3,950,000	2,750,000	281,219 15	312,139 70
Standard Gas Light Co	725,000	200,000	625,000	9,906 83	7,441 08
Central Union Gas Co	800,000	.....	1,250,000	47,880 81	42,049 30
Northern Union Gas Co	400,000	.....	400,000	12,216 42	9,838 34
New Amsterdam Gas Co	750,000	.....	750,000	2,958 90	.....
Total	$29,420,000	$22,380,000	$27,195,000	$1,553,112 96	$1,511,366 11

[11] For this note see preceding page.

[12] There were included under interest and dividends receivable the following amounts from associated companies: Astoria L., H. & P. Co., $75,456.85; Westchester Lighting Co., $5,355.94; N. Y. & Queens Gas Co., $4,230.55; United Elec. L. & P. Co., $1,417,286.48; New York Edison Co., $49,260.28; Standard Gas Light Co., $2,465.75; Northern Union Gas Co., $2,390.41; New Amsterdam Gas Co., $3,032.87; New York Mutual Gas Light Co., $56,586; Central Union Gas Co., $7,031.51; N. Y. & Westchester Lighting Co., $140; insurance fund, $516.67; total, $1,623,753.31.

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Consolidated Gas Company of New York

Bills and Accounts Receivable from Associated Companies — Concluded

Current accounts receivable:

Astoria L., H. & P. Co.....	$159,239 69	Northern Westchester L. Co.	$162 30
New Amsterdam Gas Co..	131,885 25	Yonkers Elec. L. & P. Co.	6 15
Standard Gas Light Co...	94,834 96	National Coke & Coal Co...	864 91
N. Y. Mutual Gas L. Co..	134,997 91	N. Y. Edison Co.....	315,781 73
Central Union Gas Co....	77,329 85	United Elec. L. & P. Co...	146,044 29
Northern Union Gas Co...	5,825 52	Consolidated Tel. & Elec. Subway Co.....	11,377 61
East River Gas Co. of L. I. City.....	2,590 81	N. Y. & Queens Elec. L. & P. Co.....	46,342 25
N. Y. & Queens Gas Co..	14,314 57		
Westchester Lighting Co..	185,960 61		
		Total	$1,327,558 44

Miscellaneous Accounts Receivable.— Employees' fund, $85,882.11; the Barret Co., $12,902.76; insurance fund, $27,650.83; coupon interest on Liberty bonds deposited with Special Master, $27,125.55; Tarrytown Improvement Corp., $176,673.60; N. Y. & Richmond Gas Co., $30,647.55; miscellaneous accounts under $10,000, $569,992.41; total, $930,874.81.

Special Deposits.— With State Industrial Commission, $270,000; with Board of Estimate and Apportionment of the city of New York, $3,033.75; total, $273,033.75.

Materials and Supplies.— Bituminous coal, $4,563.48; anthracite coal, $848.38; generator fuel, $433,813.75; gas oil, $167,518.14; iron oxide, $4,733.59; coke, $19,310.62; water gas tar, $5,891.51; drip oil, $4,056.63; wrought iron pipes and fittings, $62,507.31; gas appliances, $545,184.12; automobile repair stock, $16,599.62; sundry supplies for gas making, $5,334.76; main stock, $186,961.30; repair stock at stations, etc., $263,623.03; total, $1,720,946.24.

Suspense.— Condemnation proceedings, 14th street, $13,719.91; 44th street, $95,072.50; miscellaneous items to be adjusted in 1921, $28,703.98; total, $137,496.39.

Unamortized Debt Discount and Expense.— On five-year convertible 6% debentures due 1920, par value, $24,278,247.50; charged to income during year, $198.66; unamortized balance at close of year, none. On five-year 7% convertible gold bonds due 1925, par value, $25,000,000; discount suffered during year, $558,072.25; charged to income during year, $102,313.20; unamortized balance at close of year, $455,759.05.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	Convertible debentures	[14] Convertible gold bonds
Nominal date of issue.....	———	Feb. 1, 1915	Feb. 1, 1920
Date of maturity.....	———	Feb. 1, 1920	Feb. 1, 1925
Interest, rate and dates.....	———	6%, F., M., A. & N.	7%, F., M., A. & N.
Denominations.....	1 share = $100	$500 & $1,000	$500 & $1,000
Authorized by company.....	$125,000,000 00	25,000,000 00	25,000,000 00
By public authority.....	125,000,000 00	25,000,000 00	25,000,000 00
Only nominally issued: held free..	.....	.....	.....
Actually issued prior to year.....	100,384,500 00	24,278,247 50	.....
Cash realized.....	39,198,018 23	24,278,247 50	.....
Property consideration.....	74,537,360 00	.....	.....
Actually issued during present year	.....	.....	25,000,000 00
Reacquired and held alive.....	384,500 00	.....	.....
Amount reacquired and cancelled.	.....	24,278,247 50	.....
Actually outstanding.....	100,000,000 00	.....	25,000,000 00
Interest accrued and dividends declared.....	7,000,000 00	121,391 23	[13] 1,604,166 66
Interest charged to income.....	.....	121,391 23	[13] 1,600,117 76
Interest and dividends paid.....	7,000,000 00	364,173 71	1,312,500 00
Interest and dividends not due...	.....	.....	291,666 66
Market price: Highest, lowest, last sale.....	93¼, 71¾, 79	.....	102, 96¼, 100

[13] The difference between the amount of interest accrued and the amount charged to income is due to the fact that upon the sale of a portion of these bonds, the buyer paid respondent accrued interest from February 1, 1920 (from which date interest had been accrued) to the date of purchase.

[14] Secured by $35,000,000 par value of the capital stock of the New York Edison Co.

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Consolidated Gas Company of New York

Bills Payable, Due on Time and Demand.— To Fire Insurance Trustees, $300,000; to Liability Insurance Trustees, $300,000; to National City Bank, $5,850,000; 1 year, 8%, gold notes, due December 1, 1921, [15] $25,000,000; total, $31,450,000. Discount paid in advance at beginning of year, $51,678.45; interest accrued during year, $466,396.35; interest paid during year, $347,841.49; interest unpaid at close of year, $66,876.41.

Accounts Payable to Associated Companies.— Astoria L., H. & P. Co., $1,839,411.51; New Amsterdam Gas Co., $28,216.24; Standard Gas Light Co., $97,264.14; New York Mutual Gas Light Co., $83,611.77; Central Union Gas Co., $203.40; Northern Union Gas Co., $748.78; National Coke & Coal Co., $3,614.40; New York Edison Co., $15,437.31; United Elec. L. & P. Co., $456.03; East River Gas Co. of L. I. City, $6.33; total, $2,068,969.91.

Miscellaneous Accounts Payable.— Employees Mutual Aid Society, $85,882.11; gas appliances, $90,235.78; coal, $167,856.95; gas oil, $371,897.99; coke, $150,825.19; amounts under $10,000, [16] $649,193.63; total, $1,515,891.65.

Other Unfunded Debt.— Wages accrued, $88,329.63; water charges accrued, $1,955.10; convertible debentures, $500; liability insurance, $270,000; par value of Liberty bonds borrowed and deposited with Special Master, [17] $1,960,000; total, $2,320,784.73.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Contingency	$11,801,659 48	.....	.....	$11,801,659 48
Renewals and replacements — plant withdrawn from service [18]	193,393 92	$726,358 91	[19] $784,848 33	134,904 50
Insurance fund, general	271,390 17	.....	.....	271,390 17
Fire insurance participation	584,663 70	28,995 32	.....	613,659 02
Premiums on stock	13,918,878 23	.....	.....	13,918,878 23
Gas sales suspense [20]	.....	2,796,728 08	.....	2,796,728 08

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price [21]	Net amount for year	Increase or (D) decrease
Operating revenues — sales of gas:				
Lighting municipal buildings	121,993.8	$0.75	$91,495 35	$10,276 19
Prepaid gas	3,835,420.1	[22] .80	3,066,152 65	450,013 27
Commercial metered lighting	16,795,697.7	[22] .80	[23] 13,435,009 07	1,285,458 73
Total sales	20,753,111.6	———	[24] $16,592,657 07	$1,745,748 19
Miscellaneous revenues: Rent of gas appliances, $1,189,525.51; gas merchandise and jobbing revenues, [25] $439,335.41; joint gas rent revenue, $240,604.91; other miscellaneous gas revenue, [26] $150,493.86			2,019,959 69	394,242 45
Total operating revenue			$18,612,616 76	$2,139,990 64

[15] Secured by $34,000,000 par value of the capital stock of the New York Edison Co.
[16] Includes $430,681.52 due consumers under 80¢ gas act.
[17] Liberty bonds loaned from New York Edison Co., $750,000; from Astoria Light, Heat & Power Co., $720,000; from fire insurance trustees, $490,000.
[18] See *Depreciation*.
[19] Includes charges for depreciation of materials and supplies, $59,039.17.
[20] See note 5.
[21] Gas rates do not take account of discounts or rebates allowed.
[22] The company renders bills at $1 and $1.20 per M cu. ft., but credited to revenue only 80¢, the excess being credited to the reserve, Gas sales in suspense.
[23] Excludes $1,549.09 of abatements.
[24] Excludes $2,796,728.08, gas billed in excess of the statutory rate (see note 22) and $2,116.16, Uncollectible bills applicable thereto.
[25] Consists of receipts from sale of merchandise and from jobbing, $1,354,611.19, *less* cost of materials sold, $915,275.78.
[26] Consists of interest on consumers' final bills, $115.87; wharfage, $64; advertising sign, $1,170.96; stock scrip, Consolidated Gas Co., $42; miscellaneous rent revenue, $149,101.03. [The last named item was treated as non-operating income in 1919.]

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Consolidated Gas Company of New York

INCOME STATEMENT — *Continued*

	Cents per M cu.ft.[27]	Net amount for year	Increase or (D) decrease
Operating expenses:			
Gas making labor	4.46	$381,050 66	$175,454 06
Boiler fuel	5.04	430,972 77	117,159 32
Gas coal	1.90	162,077 89	156,678 08
Coal gas enricher	0.05	3,864 36	3,760 93
Gas storage	2.83	241,764 54	62,001 74
Generator fuel	15.57	1,330,781 12	451,875 29
Water-gas oil	28.98	2,476,680 89	542,681 08
Other supplies and expenses	1.41	120,128 82	24,889 40
Repairs at works	3.91	334,415 30	116,461 89
Total works expense	64.15	$5,481,736 35	$1,650,961 79
Less residuals produced — Cr.	4.46	381,109 86	146,081 12
Net cost of gas in holder	59.69	$5,100,626 49	$1,504,880 67
Deduct cost of gas made for associated companies at an average of	63.75	34,541 09	34,541 09
Add gas purchased from associated companies at an average of	75.14	10,244,653 50	1,873,279 97
Total production expenses	73.78	$15,310,738 90	$3,343,619 55
Distribution supplies and expenses	6.23	1,294,045 15	252,628 15
Distribution repairs	4.78	992,590 88	317,686 85
Municipal street lighting expenses	0.01	1,793 63	1,129 91
Commercial administration	5.29	1,097,359 87	179,281 35
Promotion of business	1.26	260,817 49	38,912 83
General (excluding depreciation)	6.34	1,315,850 15	91,970 38
Total of foregoing	97.69	$20,273,196 07	$4,225,229 07
Renewals and replacements — plant withdrawn from service (reserved)[28]	3.50	$726,358 91	$169,065 70
Total (including amortization)[29]	101.19	$20,999,554 98	$4,394,294 77
Uncollectible bills	0.16	33,976 49	D 18,947 17
Tax accruals	5.81	[29] 1,205,838 90	10,463 93
Municipal rents and non-tax charges	0.15	30,687 21	112 28
Joint facility rents	1.36	281,832 10	57,886 66
Miscellaneous rents	0.29	60,717 64	5,570 59
Total expenses, taxes, etc.	108.96	$22,612,607 32	$4,449,381 06
Operating income	*Loss*	$3,999,990 56	D $2,309,390 42

Non-operating revenue: Interest on bonds, $637,241.28; on notes and loans, $3,383.34; on advances to associated companies, $1,553,112.96; on real estate mortgages, $8,608.13; on special deposits, $127.50; on Liberty bonds loaned, $11,662.50; on unpaid coupons of the United Electric Light and Power Co., $119,970.55; on insurance fund, $1,180; on bank balances, $27,325.58; on fire insur-

[27] The ratios for net cost of gas in holder and preceding items are based on 8,544,693 M cu. ft. of gas made; those for total production expenses and following items on 20,753,111.6 M cu. ft. of gas sold.

[28] [The company makes no charge to the operating expense account "General amortization." Instead it has included in operating expenses an unauthorized account, "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 824.]

[29] See note 1, Table XXXVII.

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Consolidated Gas Company of New York

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Non-operating revenue — *Concluded:* ance participation certificates, $18,409.77; compensation on Liberty bonds loaned, $86.30; discount refunded on notes taken up, $1,969.38; other interest, $960	$2,384,037 29	$336,641 06
Dividend revenues	5,462,144 00	42,388 00
Total non-operating revenues	$7,846,181 29	$379,029 06
Non-operating revenue deductions: Non-operating taxes.	94,940 19	D 23,994 79
Non-operating income	$7,751,241 10	$403,023 85
Gross corporate income	$3,751,250 54	D $1,906,366 57
Deductions from gross corporate income: Interest on funded debt, $1,721,508.99; on unpaid taxes, $114,061.80; on consumers' deposits, $44,241.03; on bills payable, $299,729.68; other interest, $2,030.17; on 1 year, 8%, gold notes, $100,000; amortization of debt discount and expense, $102,511.86	2,384,083 53	744,193 38
Net corporate income	$1,367,167 01	D $2,650,559 95

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919		$15,384,152 38
Balance for year transferred from income		1,367,167 01
Cancellation of taxes and interest applicable to prior years		173,566 00
Adjustment of materials and supplies applicable to 1916, 1917, 1918 and 1919		255,723 70
Proportion of payments made during 1919 to Patterson, Teele & Dennis and Whitman, Ottinger & Ransom, applicable to other companies		33,798 00
Adjustment of bituminous coal stock at Astoria applicable to years 1906–1919 inclusive		33,341 61
Adjustment of cyanogen sludge sales at Astoria in 1919		3,793 74
Refund of Pennsylvania State tax on coal, 1915		401 47
Adjustment of excess city charges for repaving, 1911		1,930 94
Adjustment of real estate tax charges applicable to 1919		4,170 65
Total		$17,758,045 50
Dividends on capital stock	$7,000,000 00	
Expenditures made in connection with construction of subways from 1901–1919, for which no reimbursement was allowed by the Commission	286,698 54	
For the purchase of preferred and common stock of the Standard Gas Light Co., the New Amsterdam Gas Co., the New York Edison Co., and the Ball Electric Illuminating Co., by authority of the Commission, Dec. 24, 1920	87,500 00	
Adjustment of price of tar sold during 1919	13,431 42	
Charges in connection with U. S. Government operations during 1918	13,362 82	
Difference between amount realized and book value of property (land) sold	3,476 14	
Adjustment of gross earnings tax charges applicable to 1918	5,359 28	
Appropriations for gratuities and special services	96,500 00	
Total deductions		7,506,328 20
Surplus, December 31, 1920		$10,251,717 30

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Consolidated Gas Company of New York

Intercompany Purchases and Sales

	M cu.ft.	Gross price	Price per M (cents)
Gas received from —			
Astoria Light, H. & P. Co.	12,334,314.0	$9,426,729 88	76.43
New York Mutual Gas Light Co.	707,177.6	460,908 76	65.18
New Amsterdam Gas Co.	592,085.2	356,164 81	60.15
Standard Gas Light Co.	1,423.4	855 05	60.07
Total	13,634,900.2	$10,244,653 50	75.14
Gas supplied to —			
Central Union Gas Co.	25,563.5	$15,349 47	60.04
Standard Gas Light Co.	17,152.8	10,303 85	60.07
New York Mutual Gas Light Co.	11,467.2	8,887 77	77.51
Total	54,183.5	$34,541 09	63.75

Gas was bought at cost of labor and material plus a surcharge of 10 per cent, except in the case of the Astoria which in addition to cost of labor and material charged 7 per cent return on investment; the amount of this rent according to the report of the Consolidated was $1,190,000, and according to the report of the Astoria $1,198,230.60.

Joint Facilities.— Rent deductions: For use of manufacturing plant capacity, New York Mutual Gas Light, $277,205.18; for use of 62nd Street boiler and governor house, Standard Gas Light, $4,626.92; total, $281,832.10.

Credits to revenue: For use of respondent's distributing system by the New Amsterdam Gas, $27,826.11; by the Standard Gas Light, $230.35; by the Central Union Gas, $187,548.47; for use of land, bulkhead and conveying apparatus by the Astoria Light, Heat & Power, $24,999.98; total, $240,604.91.

For the basis of joint facility arrangements, see Addendum No. 3 in the 1919 abstract.

Rent Revenues.— Credited to other miscellaneous gas revenue: Standard Gas Light Co., $7,500.01; New York Mutual Gas Light Co., $19,218.72; New Amsterdam Gas Co., $18,615.36; Astoria Light, Heat & Power Co., $1,490; National Coke & Coal Co., $6,183.35; New York Edison Co., $256,628.35; United Electric Light & Power Co., $42,292.85; Consolidated Telegraph & Electrical Subway Co., $1,000; lessees other than associated companies, $56,598.89; total, $409,527.53; *less*, expenses, $180,823.18; taxes, $79,603.32; total, $260,426.50; net credit, $149,101.03.

Sale of Residuals and By-products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 5, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 16.39¢ per M cu. ft. of gas sold [*less* the cost of actual repairs]. The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item, "Renewals and replacements — plant withdrawn from service," charging thereto in 1920, 3½ cents per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables I—IV.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

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Consolidated Gas Company of New York

Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, George B. Cortelyou; Vice-Presidents, W. R. Addicks, R. A. Carter, and C. G. M. Thomas; Secretary, H. M. Brundage; Assistant Secretaries, F. R. Barnitz and F. H. Nickerson; Treasurer, B. Whiteley; Assistant Treasurer, J. H. N. Armstrong; Comptroller, H. C. Davidson; Auditor, F. L. Lambrecht.

Trustees.— George F. Baker, N. F. Brady, George B. Cortelyou, William Rockefeller, John A. Garver, Donald G. Geddes, Louis M. Greer, Samuel Sloan, Moses Taylor, W. R. Addicks, F. A. Vanderlip, Walter P. Bliss, James N. Jarvie.

Main Business Office.— 130 E. 15th Street, New York City.

Report verified by George B. Cortelyou, President, March 15, 1921.

ADDENDUM

For details of *Liability Insurance Agreement* and *Fire Insurance Agreement*, see 1917 abstract.

LIABILITY INSURANCE FUND

STATEMENT AS OF DECEMBER 31, 1920

Balance Sheet

ASSETS			LIABILITIES		
Cash — National City Bank		$186,745 90	Northern Union Gas Co.		$0 10
Investments — free		[30] 1,425,954 37	N. Y. & Queens Elec. L. & P. Co.		16 59
Investments — pledged		272,100 00	N. Y. & Queens Gas Co.		74 00
Bills receivable — Consolidated Gas Co.		300,000 00	Accounts payable		68,236 13
Accounts receivable		22,942 34	Contingent reserve		2,180,350 94
Consolidated Gas Co.	$244 89		April 23 to Dec. 31, '13	$285,608 72	
New York Edison Co.	20,683 31		Year 1914	372,283 24	
Yonkers El. L. & P. Co.	880 87		1915	332,824 95	
Westchester Lighting Co.	155 06		1916	175,066 18	
N. Westchester Lighting Co.	978 21		1917	204,249 85	
			1918	221,870 64	
Prepaid re-insurance premiums		13,161 18	1919	291,894 17	
Accrued interest receivable		27,773 97	1920	296,553 19	
		$2,248,677 76			$2,248,677 76

Earnings and Expenses

	Year ended December 31, 1919		Year ended December 31, 1920	
Earnings:				
Premiums:				
Employers' liability	$239,212 87		$290,340 55	
Public liability	146,520 67		190,740 67	
Teams liability	5,946 88		6,909 78	
Automobile liability	100,439 08		114,149 93	
		$492,119 50		$602,140 93
Operating expenses:				
Premiums on re-insurance:				
Public liability	$49 18		.....	
Teams liability	1,825 66		$2,706 39	
Automobile liability	62,366 82		70,316 09	
	$64,241 66		$73,022 98	
Expenses	66,545 25		79,703 68	
		130,786 91		152,726 66
		$361,332 59		$449,414 27

[30] Includes $100,000 par value 5% bonds of New York and East River Gas Co. and $100,000 par value 5% collateral trust notes of Westchester Lighting Co.

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Consolidated Gas Company of New York

LIABILITY INSURANCE FUND — *Concluded*

Earnings and Expenses — Concluded

	Year ended December 31, 1919		Year ended December 31, 1920	
Deduct:				
Claims:				
Employers' liability	$82,284 27		$141,133 05	
Public liability	17,826 79		23,042 54	
Teams liability	6 00		234 35	
Automobile liability	2,918 48		10,726 88	
	$103,035 54		$175,136 82	
Medical and surgical relief	41,645 38		69,399 62	
		$144,680 92		$244,536 44
		$216,651 67		$204,877 83
Add:				
Interest earned	$70,242 50		$86,675 36	
Dividends received	5,000 00		5,000 00	
		75,242 50		91,675 36
Balance carried in contingent reserve		$291,894 17		$296,553 19

Statement of claims for damages on account of accidents upon which suits at law have been entered and were still pending December 31, 1920.

Consolidated Gas Co., $473,553; Standard Gas Light Co., $9,000; Central Union Gas Co., $61,000; Northern Union Gas Co., $19,000; N. Y. & Queens Elec. L. & P. Co., $90,000; New Amsterdam Gas Co., $500; Westchester Lighting Co., $89,000; New York Mutual Gas Light Co., $7,000; N. Y. & Queens Gas Co., $5,000; New York Edison Co., $316,000; United Electric Light & Power Co., $33,000; total, $1,103,053.

FIRE INSURANCE FUND

STATEMENT AS OF DECEMBER 31, 1920

Balance Sheet

ASSETS			LIABILITIES		
Cash		$150,218 89	Participation certificates		$3,271,403 06
National City Bank	$71,870 46		Year 1903	$154,151 99	
Central Trust Co	78,348 43		1904	200,655 06	
			1905	194,006 44	
Investments		[81] 2,461,819 00	1906	212,685 84	
U. S. Government bonds, par value, loaned to Consolidated Gas Co		490,000 00	1907	248,060 64	
			1908	200,020 13	
Bills receivable — Consolidated Gas		300,000 00	1909	208,292 83	
Accounts receivable		10,758 44	1910	198,997 28	
Consolidated Gas Co	$52 00		1911	211,265 22	
Astoria L., H & P. Co	124 74		1912	224,963 73	
N. Y. & Queens Gas Co	25		1913	176,566 41	
New York Edison Co	9,518 76		1914	164,838 31	
Brooklyn Edison Co	51 31		1915	180,191 08	
Yonkers E. L. & P. Co	25		1916	139,743 60	
N. Westchester Lighting Co.	1,011 13		1917	161,831 96	
			1918	191,726 10	

[81] Includes securities of associated companies as follows:

	Par value
New York Gas & Elec. Lt., Ht. & Pr. Co., first mortgage 5% bonds	$250,000 00
New York & East River Gas Co., first mortgage 5% bonds	179,000 00
New York & East River Gas Co., first consolidated mortgage 5% bonds	18,000 00
New York & Queens Elec. L. & P. Co., first consolidated mortgage 5% bonds	16,000 00
Westchester Lighting Co., collateral trust 5% notes	36,000 00
	$499,000 00

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Consolidated Gas Company of New York

FIRE INSURANCE FUND — *Concluded*

Balance Sheet — Concluded

ASSETS — *Concluded*		LIABILITIES — *Concluded*		
Prepaid re-insurance premiums	$19,810 58	1919	$203,306 44	
Accrued interest receivable	56,264 92			
		Accounts payable		$222 03
		N. Y. & Queens E. L. & P. Co.	$127 71	
		Westchester Lighting Co.	94 32	
		Adjustment suspense		21,027 93
		Surplus for the year 1920		196,218 81
	$3,488,871 83			$3,488,871 83

Earnings and Expenses

	Year ended December 31, 1919		Year ended December 31, 1920	
Earnings:				
Premiums		$279,982 29		$311,926 45
Operating expenses:				
Premiums on re-insurance	$82,461 86		$83,240 54	
Other expenses	38,075 56		41,594 17	
		120,537 42		124,834 71
		$159,444 87		$187,091 74
Deduct:				
Loss by fire or explosion	$1,601 70		$51,305 23	
Less re-insurance collected	677 54		11,344 45	
Less fire loss applicable to 1918	159 27		.....	
	$764 89		$39,960 78	
Loss by theft	$1,380 00		$5,415 00	
Less re-insurance collected	1,080 00		4,440 00	
	$300 00		$975 00	
		1,064 89		40,935 78
		$158,379 98		$146,155 96
Add:				
Interest earned	$131,469 36		$143,204 94	
Dividends received	5,000 00		5,000 00	
		136,469 36		148,204 94
		$294,849 34		$294,360 90
Deduct:				
Interest on participation certificates for the year at 3%		92,042 90		98,142 09
		$202,806 44		$196,218 81
Add:				
The difference between the par value and the cost of $100,000 Hocking Valley 6% notes retired at par as of March 11, 1919		500 00		.....
Surplus for the year		$203,306 44		$196,218 81

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CONSOLIDATED TELEGRAPH AND ELECTRICAL SUBWAY COMPANY

Incorporated December 26, 1885. The company was organized for the purpose of constructing, operating and maintaining subways for the reception of electric conductors of duly authorized electrical companies doing business in the City of New York. The respondent owns all the subways located in the boroughs of Manhattan and The Bronx used for *high tension* electric light and power purposes.

The New York Gas & Electric Light, Heat & Power Co. in 1898 acquired a majority of the capital stock of this company at the same time that it acquired a majority of the capital stock of the Edison Electric Illuminating Co. of New York and when the New York Edison Co. was formed in 1901 by consolidation of the New York Gas & Electric Light, Heat & Power Co. and the Edison Electric Illuminating Co. of New York, it inherited control of the Consolidated Telegraph & Electrical Subway Co., which control it retains.[1]

Important Changes during the Year.— Debenture bonds were issued in the amount of $760,000 at 7% bearing date of January 2, 1920, for payment of 1919 construction work, payable on 30 days' written notice.

On July 1, 1920, E. S. Callahan succeeded E. R. Ginnly as Chief Engineer. No new rights or franchises were acquired.

BALANCE SHEET[2]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$31,678 96	Cash	$105,815 81	$74,136 85
127,972 28	Current accounts receivable from assoc'd co's.	221,773 40	93,801 12
19,934 16	Other accounts receivable	19,678 30	D 255 86
429 77	Interest and dividends receivable	511 78	82 01
2,000 00	Other special deposits	2,000 00	.....
164,669 52	Materials and supplies[3]	289,116 42	124,446 90
25,515 63	Miscellaneous investments, New York City bonds[4]	25,515 63	.....
27,000 00	U. S. Government bonds	27,000 00	.....
13,794,803 77	"Fixed Capital, December 31, 1908"	13,794,803 77	.....
13,054,919 00	Fixed capital installed since 1908	15,885,436 94	2,830,517 94
26,849,722 77	Total book cost	*29,680,240 71*	2,830,517 94
1,001,571 68	Accrued amortization of capital — Cr.[2]	*1,001,571 68*	.....
25,848,151 09	Fixed capital — net	*28,678,669 03*	2,830,517 94
21,530 34	Other suspense	3,500 74	D 18,029 60
$26,268,881 75	Total	$29,373,581 11	$3,104,699 36
	LIABILITIES SIDE		
$1,406 25	Taxes accrued	$186,355 41	$184,949 16
1,000,000 00	Bills payable — due on demand	2,800,000 00	1,800,000 00
17,847 98	Accounts payable to assoc'd co's	98,791 72	80,943 74
52,784 12	Miscellaneous accounts payable[5]	219,223 99	166,439 87
102,725 00	Interest accrued on funded debt	102,725 00	.....
595,010 45	Interest accrued on unfunded debt	667,585 52	72,575 07

[1] From documents on file with this Commission.

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (see *Depreciation*, page 831); but it reports on the liabilities side of the balance sheet a "Contingency" reserve which is similar in character (although more comprehensive) to the prescribed account. This reserve credit balance is accordingly deducted from fixed capital (cost of property) account, leaving a remainder which may or may not exceed the net fixed capital — which in the normal case represents the unimpaired investment or unexpired capital outlay.

[3] Brick, pipe, tile, etc.

[4] Four and one-quarter per cent bonds, interest payable March and September, due 1964, par value, $25,000; acquired July 1, 1914; carried on books at cost, $25,515.63; income accrued during year, $1,062.50.

[5] Audited vouchers for payment of supplies, asphalt, etc.

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Consolidated Telegraph and Electrical Subway Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$11,345 27	Other unfunded debt	$100 00	D $11,245 27
2,935,000 00	Mortgage bonds	2,935,000 00	.....
18,919,000 00	Construction advances owing to assoc'd co's.	19,679,000 00	760,000 00
1,931 98	Suspense credit balances — asphalt	7,886 68	5,954 70
1,875,000 00	Common stock	1,875,000 00	.....
756,830 70	Corporate surplus	801,912,79	45,082 09
$26,268,831 75	Total	$29,373,581 11	$3,104,699 36

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*— No change during year. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year	Total cash cost to Dec. 31, 1920
Store yard	$686 00	.....	.....	$98,686 00
Underground conduits	2,795,790 75	.....	.....	15,717,875 74
Tools and implements	56,031 44	.....	* $27,039 43	55,420 75
Furniture and fixtures	5,049 13	.....	.....	13,454 45
Total	$2,857,557 37	———	$27,039 43	$15,885,436 94

Accounts Receivable from Associated Companies.— N. Y. Edison Co., $188,722.12; United Electric Light & Power Co., $31,138.27; Consolidated Gas Co., $290.05; Bronx Gas & Electric Co., $1,597.16; Central Union Gas Co., $25.80; total, $221,773.40.

Miscellaneous Accounts Receivable.— Manhattan Railway Co., $4,308.87; Empire City Subway Co., $35.96; Interborough Rapid Transit Co., $16; Third Avenue Railway Co., $22.22; New York Steam Co., $2,492.62; Receivers — New York Steam Co., $560.17; New York Railways Co., $20; various contracting companies, etc., $12,222.46; total, $19,678.30.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage bonds	Second mortgage bonds
Nominal date of issue	———	1890, 1891, 1892	1890, 1891, 1892
Date of maturity	———	1940, 1941, 1942	1940, 1941, 1942
Interest rate and dates	———	6% J. & D.	6% J. & D.
Denomination	1 share=$100	$1,000	$1,000
Authorized by company	$3,000,000	1,549,000	1,386,000
By public authority	1,875,000	1,549,000	1,386,000
Actually issued prior to year	1,875,000	1,549,000	1,386,000
Cash realized	40,000	1,394,100	831,600
Property consideration	1,835,000	.....	.....
Discount	.....	154,900	554,400
Actually outstanding	1,875,000	1,549,000	1,386,000
Interest accrued and dividends declared	.....	92,940	83,160
Interest charged to income	.....	92,940	83,160
Interest and dividends paid	.....	92,940	83,160
Interest and dividends not due	.....	7,745	6,930
Interest and dividends matured and unpaid	.....	46,470	41,580
Trustees under mortgage	.....	Atlantic Trust Co.	Mercantile Trust Co.

* [Forty per cent of tools and 10 per cent of rock equipment charged to underground conduits each year.]

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Consolidated Telegraph and Electrical Subway Company

Bills and Accounts Owing to Associated Companies.— Construction advances by N. Y. Edison Co., bearing interest at 6%. Advanced during year, $760,000; repaid during year, none; outstanding at close of year, $19,679,000. Interest accrued during year, $1,170,752.01; interest paid during year, $1,144,152.01; interest owing at close of year, $594,170.

Temporary advances by New York Edison Co. bearing interest at 6% and 7%. Outstanding at close of year, $2,800,000; interest accrued during year, $74,917.29; interest owing at close of year, $70,819.63.

Accounts outstanding at close of year: New York Edison Co., $84,865.37; United Electric Light & Power Co., $1,153.58; Consolidated Gas Co., $8,795.70; New Amsterdam Gas Co., $2,202.04; New York Mutual Gas Light Co., $129.42; Standard Gas Light Co., $1,645.61; total, $98,791.72.

Reserves.— Contingencies. Credit balance at beginning and close of year, $1,001,571.68. Suspense credit balance: Asphalt, amount charged to construction for which bills had not yet been received, $7,886.68.

INCOME STATEMENT

	Duct space rented (feet)	Amount for year	Increase or (D) decrease
Operating revenue — subway rents from:			
New York Edison Co.	9,494,177 67	$1,556,166 02	$119,812 73
United Electric Light & Power Co.	3,346,465 59	586,960 37	37,287 98
Manhattan Railway Co.	1,514,612 46	5,812 95	.....
Long Acre Electric Light & Power Co.	6,658 30	1,974 88	142 31
Third Avenue Railway Co.	25,835 50	4,552 06	.....
Brush Electric Illuminating Co.	4,146 45	785 81	.....
Bronx Gas & Electric Co.	26,776 40	968 19	968 19
Total	[1] 14,418,672 37	$2,157,219 78	$158,211 21
Merchandise and jobbing revenue 15% above cost for building subsidiary connections for other companies		53,749 39	29,507 62
Total operating revenue		$2,210,969 17	$187,718 83
Operating expenses:			
Repairs and maintenance of subways		$108,745 00	$20,916 74
Operating subways		199,112 33	79,272 40
Store houses		3,179 60	1,091 28
Total maintenance and operation		$311,036 93	$101,280 42
Salaries and expenses of general officers		$12,050 00	$6,050 00
Salaries and expenses of general office clerks		11,269 14	D 629 95
General office supplies and expenses		4,742 41	483 58
General law expenses		41,725 69	9,427 53
Miscellaneous general expenses		15,852 59	181 80
Total general expenses (excluding amortization)		$85,639 83	$15,512 96
General amortization (reserved) [2]		.....	.....
Total of foregoing		[3] $396,676 76	$116,793 38
Tax accruals		[3] 349,663 12	5,268 45
Total of expenses, taxes, etc.		$746,339 88	$122,061 83
Operating income		$1,464,629 29	$65,657 00
Non-operating income: Interest		5,179 55	D 4,232 09
Gross corporate income		$1,469,808 84	$61,424 91

[1] Not including city departments, 82,017.59 ft., for which no charge is made.
[2] See *Depreciation, page* 831.
[3] The company erroneously included in operating expenses, $260.40, taxes on real estate.

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Consolidated Telegraph and Electrical Subway Company

INCOME STATEMENT — *Concluded*

	Amount for year	Increase or (D) decrease
Deductions from gross income:		
Interest on unpaid taxes, $2,147.20; interest on funded debt, $176,100; interest on New York Edison loans, $1,246,479.55	$1,424,726 75	$95,301 57
Net corporate income	$45,082 09	D $33,876 66
Surplus, December 31, 1919		$756,830 70
Balance for year transferred from income		45,082 49
Surplus, December 31, 1920		$801,912 79

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. This company has never filed a rule of depreciation with the Commission. Previous to 1918 it charged an account "Contingencies" which it included in operating expenses and concurrently credited an optional reserve "Contingencies" with 7½% of the operating revenue of the preceding year.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Underground Conduits, December 31, 1920

Number of ducts	Length in feet of each size duct	Number of duct feet in each size conduit
1	1,836,793.79	1,836,793.79
2	961,659.66	1,923,319.32
3	253,737.08	761,211.24
4	107,695.39	430,781.56
5	106,284.27	531,421.35
6	102,511.09	615,066.54
7	34,767.49	243,372.43
8	56,437.06	451,496.48
9	79,811.55	718,303.95
10	115,347.60	1,153,476.00
11	25,820.05	284,020.55
12	55,155.11	661,861.32
13	91,624.10	1,191,113.30
14	74,495.73	1,042,940.22
15	58,298.85	874,482.75
16	22,005.38	352,086.08
17	60,167.46	1,022,846.82
18	70,193.53	1,263,483.54
19	18,949.40	360,038.60
20	60,104.59	1,202,091.80
21	26,113.52	548,383.92
22	19,969.18	439,321.96
23	20,619.25	474,242.75
24	8,350.94	200,422.56
25	21,949.56	548,739.00
26	24,595.37	639,479.62
27	8,997.00	242,919.00
28	19,415.70	543,639.60
29	8,294.96	240,553.84

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Consolidated Telegraph and Electrical Subway Company

Underground Conduits, December 31, 1920 — Concluded

Number of ducts	Length in feet of each size duct	Number of duct feet in each size conduit
30	7,575.72	227,271.6[illegible]
31	13,647.70	423,073.7[illegible]
32	8,194.06	262,209.9[illegible]
33	7,838.20	258,660.6[illegible]
34	15,641.40	531,807.6[illegible]
35	2,019.43	70,680.[illegible]
36	4,990.57	179,660.5[illegible]
37	17,371.78	642,755.8[illegible]
38	4,192.30	159,307.4[illegible]
39	4,912.31	191,580.0[illegible]
40	1,576.77	63,070.5[illegible]
41	5,941.50	243,601.5[illegible]
42	699.20	29,366.4[illegible]
43	1,846.60	79,403.8[illegible]
44	366.66	16,133.0[illegible]
45	2,411.07	108,498.1[illegible]
46	486.90	22,397.4[illegible]
47	447.75	21,044.2[illegible]
48	446.70	21,441.6[illegible]
49	832.20	40,777.3[illegible]
50	96.00	4,800.0[illegible]
51	104.80	5,344.8[illegible]
52	10.30	535.6[illegible]
53	653.60	34,640.8[illegible]
54	264.50	14,283.0[illegible]
56	179.40	10,046.4[illegible]
57	161.83	9,224.7[illegible]
58	71.38	4,140.8[illegible]
60	238.00	14,280.0[illegible]
61	297.90	18,171.9[illegible]
62	13.70	849.4[illegible]
66	322.60	15,351.8[illegible]
70	54.00	3,780.0[illegible]
72	264.20	19,022.4[illegible]
75	155.00	11,625.0[illegible]
85	8.60	731.0[illegible]
107	44.20	4,729.4[illegible]
136	44.00	5,984.0[illegible]
	4,454,497.49	24,568,196.62

Number of Duct Feet Owned and Rented

	Duct feet, Dec. 31, 1920	Increase
Duct rented	14,418,672 37	1,777,849 31
City departments (no rentals)	82,017 59	.....
Unoccupied	10,067,506 66	D 1,010,578 61
Total	24,568,196 62	767,270 70

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Consolidated Telegraph and Electrical Subway Company

Type of Ducts.— Fibre, iron (different kinds) Johnstone system, vitrified tile, wood and concrete. Distributing lines of one duct are laid bare and in concrete; others are concreted. The trunks with few exceptions are laid in concrete.

Accidents.— See Table XXVII and XXIX.

Employees and Wages.— See Table XXXI.

Officers.— President, Henry J. Hemmens; Vice-President, Thomas E. Murray; Secretary, William F. Reardon; Treasurer, A. W. Middleton; Assistant Treasurer, J. A. Shea; Attorney, Beardsley, Hemmens & Taylor; General Manager, A. W. Middleton; Chief Engineer, E. S. Callahan.

Directors.— George B. Cortelyou, Nicholas F. Brady, Henry J. Hemmens, Lewis B. Gawtry, Thomas E. Murray, Samuel A. Beardsley, Arthur W. Middleton.

Main Business Office.— 54 Lafayette street, New York City.

Report verified by Henry J. Hemmens, President, March 18, 1921.

EMPIRE CITY SUBWAY COMPANY (LIMITED)

Incorporated July 12, 1890. Its business is solely the construction, maintenance and leasing of subways for low tension electrical conductors in the streets and avenues of the boroughs of Manhattan and the Bronx. [Under contract dated May 15, 1891, the city of New York received an option to purchase all the subways, conduits and ducts of the company. Another provision was that when the cumulative annual profits of the company should exceed 10% upon the actual cash capital invested in the plant, the excess of such profit should be paid into the treasury of the City of New York.] The control of the company, through ownership of its capital stock, was acquired by the New York Telephone Co., on or about January 21, 1897.

Important Changes During the Year.— Capital stock to the amount of $155,000 and $155,000 first mortgage telephone and telegraph bonds were issued and sold at par for cash to pay in part for subways constructed during the year 1919. No new powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$319,730 15	Cash	$386,474 22	$66,744 07
1,930,908 79	Consumers' accounts receivable	1,767,970 34	D 162,938 45
197,771 32	Other accounts receivable	192,203 60	D 5,567 72
2,000 00	Other special deposits	2,000 00	.....
333 34	Prepayments — rents	333 34	.....
62,375 86	Materials and supplies	106,112 40	43,736 54
23,972 15	Other investment securities	23,972 15	.....
10,995,189 38	"Fixed Capital, December 31, 1908"	10,985,920 39	D 9,268 99
5,922,522 79	Fixed capital installed since 1908	6,654,650 67	732,127 88
16,917,712 17	Total book cost	*17,640,571 06*	*722,858 89*
1,955,634 28	Accrued amortization of capital — Cr.	*2,114,685 62*	*159,051 34*
14,962,077 89	Fixed capital — Net	*15,525,885 44*	*563,807 55*
40,497 75	Other suspense	40,497 75	.....
$17,539,667 25	Total	$18,045,449 24	$505,781 99
	LIABILITIES SIDE		
$40,067 92	Taxes accrued	$49,804 55	$9,736 63
74,602 30	Miscellaneous accounts payable	180,958 52	106,356 22
427,020 00	Dividends declared	436,320 00	9,300 00
233,510 00	Interest accrued on funded debt	238,160 00	4,650 00
6,962 84	Other unfunded debt	5,148 40	D 1,814 44
9,617,000 00	Mortgage bonds	9,772,000 00	155,000 00

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Empire City Subway Company (Limited)

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE—*Concluded*	December 31, 1920	Increase or (D) decrease
$25,000 00	Other optional reserves	$25,000 00	.....
7,117,000 00	Common stock	7,272,000 00	$155,000 00
Def. 1,495 81	Corporate surplus	66,057 77	67,553 58
$17,539,667 25	Total	$18,045,449 24	$505,781 99

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital, December 31, 1908.— Credits during the year on account of withdrawals and retirements: Telephone and Telegraph Subways, $1,366.50; Edison Subway, $7,902.49; total, $9,268.99. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Organization	.....	.....	.....	$1,250 00
Furniture and fixtures	$1,291 60	.....	$466 02	9,207 60
Subways	725,192 03	.....	.....	6,607,758 39
Tools and implements	7,030 19	.....	919 92	36,434 68
Total	$733,513 82	.....	$1,385 94	$6,654,650 67

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to accrued amortization of capital
Auto truck	1	$254 48	$254 48	.....
Touring car	1	665 44	665 44	.....
Subway	17	9,268 99	.....	[1] $506 11
Furniture and fixtures	.....	466 02	.....	466 02
	.....	$10,654 93	$919 92	$972 13

Miscellaneous Investments.— Corporate Stock, City of New York, $8,000; due 1959, 4% payable May and November. Carried on books at par; deposited with State Industrial Commission, income accrued and received during year, $320. U. S. Liberty bonds, 3½ — 4¼%, par value, $16,050; money cost and amount at which carried on books, $15,972.15; interest accrued and received during the year, $601.88; total, amount at which carried on books, $23,972.15; income accrued during the year, $921.88.

Miscellaneous Accounts Receivable.— Edison Light & Power Installation Company, $175,789.20; miscellaneous, $16,414.40; total, $192,203.60.

Materials and Supplies.— Tools, $39,375.50; supplies, $66,736.90; total, $106,112.40.

Capital Stock.— Common stock authorized by company, 75,000 shares of $100 par value each; amount outstanding December 31, 1920, $7,272,000; cash realized on actual issue, $7,272,000; whereof issued during year, $155,000; dividends paid 6% on $7,117,000, $427,020; declared payable January 15, 1921, 6% on $7,272,000, $436,320.

[1] In addition $7,902.49 was recovered from New York Edison Company for removals during year 1919 and $360.39 was charged to surplus or deficit account.

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Empire City Subway Company (Limited)

Funded Debt [2]

	Term of bond (years) [3]	Date of issue [3]	Amount issued and outstanding	Cash realized
Consolidated Tel. & Elec. Sub. Co.:				
1st mtge. telegraph and telephone 6's	[50	May 20, 1890]	$1,125,000	(4)
2d mtge. telegraph and telephone 6's	[50	May 20, 1890]	1,125,000	(4)
1st Edison 6's	[50	May 20, 1890]	125,000	(4)
2d Edison 6's	[50	May 20, 1890]	125,000	(4)
Empire City Subway Co.:				
1st mtge. telegraph and telephone 6's	[50	July 1, 1892]	6,671,000	$6,671,000
2d mtge. telegraph and telephone 6's	[50	July 1, 1892]	82,000	82,000
1st mtge. Edison 6's	[50	July 1, 1892]	519,000	519,000
Total	—		$9,772,000	$7,272,000

The interest in the Consolidated Telegraph & Electric Subway Co. bonds is payable June and December, and on the Empire City Subway Co. bonds in January and July. Total interest accrued during year, $586,320; amount paid, $581,670; accrued but not yet due, $12,500; matured and unpaid, $225,660.

Miscellaneous Accounts Payable.— New York Edison Co. maintenance, $45,066.80; other, $135,891.72; total, $180,958.52.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued Amortization of Capital [5]	$1,955,634 28	$161,056 27	$2,004 93	$2,114,685 62
Liability on account of Provident Fund	25,000 00	15,684 54	15,684 54	25,000 00

INCOME STATEMENT [6]

	Spaces rented Dec. 31, 1920 (single duct feet)	Amount for year		Increase or (D) decrease
Operating revenue — subway rents:				
Automatic Fire Alarm Co	3,001,434	$4,735 93		$41 96
Holmes Electric Protective Co	9,732,966	16,011 04	D	98 87
Interborough Rapid Transit Co	1,119,370	1,908 03	D	80
Mercantile Burglar Alarm Co	1,085,168	1,526 18		226 49
New York Quotation Co	3,169,511	4,713 14		1,132 80
New York Telephone Co	986,118,985	1,609,556 72		135,926 90
Postal Telegraph — Cable Co	18,208,599	29,242 48		674 77
Special Fire Alarm & Elect. Signal Co	195,560	303 14		.....
Stock Quotation Telegraph Co	4,659,901	7,209 55		459 62
Western Union Telegraph Co	30,760,093	51,104 82		772 62
New York Edison Co	118,677,363	194,833 52	D	1,251 13
Total	1,176,728,850	$1,921,144 55		$137,884 86
Miscellaneous revenues		23,213 70		4,300 01
Total operating revenue		$1,944,358 25		$142,184 87
Operating expenses:				
Maintenance of subways		$135,310 70		$23,134 50
Operation of subways		115,196 86		37,150 74
Salaries and expenses of general officers		24,650 00	D	4,683 75

[2] Trustees: For the first mortgage telegraph and telephone and first mortgage Edison bonds of the Consolidated Telegraph and Electrical Co., the Metropolitan Trust Co. as successor to the Atlantic Trust Co.; for the other issues, the Bankers Trust Co., as successor to the Mercantile Trust Co.

[3] [As reported by company in 1910. First mortgage telegraph and telephone bonds of Empire City Subway Co., have been issued each year under supplemental mortgages, dated January 1. Date of original mortgage January 1, 1892.]

[4] Assumed by respondent in acquisition of subways from Consolidated Telegraph & Electrical Subway Co.

[5] See Depreciation, page 836.

[6] Annual rental value for which no bill is rendered, city departments, 2,498,243.26 duct feet, $417,319.45; not taken into income account.

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Empire City Subway Company (Limited)

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Salaries and expenses of general office clerks	$15,190 17	D $869 60
General office supplies and expenses	433 97	111 65
General law expenses	8,583 37	D 18,384 85
Miscellaneous general expenses	2,631 15	D 1,028 69
Relief department and pensions	[1] 16,590 83	4,758 79
General stationery and printing	569 13	26 89
Accidents and damages	1,941 36	871 95
Total of foregoing	$321,099 54	$45,588 63
General amortization (reserved)	161,056 27	D 52,804 49
Total (including amortization)	$482,155 81	D $7,215 86
Tax accruals	374,000 00	35,000 00
Miscellaneous rents	6,149 98	4,355 99
Total of expenses, taxes, etc.	$862,305 79	$32,140 13
Operating income applicable to corporate property	$1,082,052 46	$110,044 24
Non-operating income: Interest charged New York Telephone Company on deferred payments for securities sold, $6,973.33; on bank balances, $2,846.63; on corporate stock City of New York, $320; on Liberty bonds, $601.88	10,741 84	D 19,945 39
Gross corporate income	$1,092,794 30	$90,098 85
Deductions from gross income — interest in funded debt	586,320 00	9,300 00
Net corporate income	$506,474 30	$80,798 85

CORPORATE SURPLUS		Amount
Deficit, December 31, 1919	$1,495 81	
Expenses elsewhere unprovided for: Mortgage tax, $775; expenses & fees, recording mortgage, $177.80; federal stamp tax, $155; printing mortgage, $96	1,203 80	
Dividends declared on $7,272,000 of common stock at 6%	436,320 00	
Bad debts written off	576 63	
Other deductions from surplus	880 39	
Total debits		$440,456 63
Credit balance for year transferred from income		$506,474 30
Additions to surplus: Unclaimed wages		40 10
Total credits		$506,514 40
Surplus, December 31, 1920		$66,057 77

Depreciation.— For this Commission's requirements concerning the accounting for depreciation see note introducing these abstracts. This company has never filed a rule of depreciation with the Commission nor does it state the basis for its charge. In 1920 it charged to General amortization and credited to Accrued amortization of capital, $161,056.27.

Taxes.— See Table XLIII

Rent Charges.— Office and store yards rented from New York Telephone Co., charged to construction, $13,666.67; sub-lessee's rent charged to operating accounts receivable, $8,633.31; store yard rented from Newbold Morris, charged to construction, $1,375; total, $23,674.98.

[1] Credited to Provident fund reserve, $15,684.54. The balance ($906.29) was probably expended in administering fund.

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Empire City Subway Company (Limited)

MISCELLANEOUS INFORMATION

Underground Conduits

Number of Ducts per Conduit	Added during year		Retired during year		At close of year	
	Trench feet	Duct feet	Trench feet	Duct feet	Trench feet	Duct feet
	Telephone and telegraph tubes — Manhattan and The Bronx					
1–222	28,930	600,640	1,997	14,656	[a] 1,833,989	[a] 25,761,798
	Edison tubes — Manhattan					
1	7,823	7,823	10,810	10,810	1,045,758	1,045,758
2	.....	.....	.....	.....	8,315	16,630
3	.....	.....	.....	.....	503	1,509
4	.....	.....	.....	.....	371	1,484
5	.....	.....	.....	.....	369	1,848
6	.....	.....	.....	.....	3,471	20,824
8	.....	.....	.....	.....	1,803	14,424
9	.....	.....	.....	.....	217	1,949
10	.....	.....	.....	.....	752	7,515
11	.....	.....	.....	.....	108	1,190
12	.....	.....	.....	.....	814	9,763
13	.....	.....	.....	.....	143	1,863
14	.....	.....	.....	.....	364	5,097
15	.....	.....	.....	.....	513	7,698
16	.....	.....	.....	.....	295	4,715
17	.....	.....	.....	.....	745	12,659
18	.....	.....	.....	.....	257	4,635
19	.....	.....	.....	.....	194	3,686
23	.....	.....	.....	.....	499	11,477
24	.....	.....	.....	.....	260	6,240
25	.....	.....	.....	.....	126	3,150
27	.....	.....	.....	.....	52	1,404
32	.....	.....	.....	.....	19	608
36	.....	.....	.....	.....	18	648
Total	7,823	7,823	10,810	10,810	1,065,965	1,186,774
Grand total	36,753	608,463	12,807	25,466	2,899,954	[b] 26,948,572

Type of Duct.— Wrought iron, clay, wood, cement, asphalt, zinc. Manner in which ducts are laid: Bare with creosoted wood protection; concrete foundation; concrete envelope with concrete joint and wood protection. Paving: Wood block, asphalt; granite on concrete, old macadam block; number of square yards, 1,446,115. Manholes: Brick, concrete and cast iron; size 2 ft. 6 in. x 2 ft. 6 in. x 2 ft. 6 in. for the smallest to 6 ft. 9 in. x 13 ft. x 12 ft. (average), largest.

Accidents.— See Tables XXVII and XXIX.

Employees and Wages.— See Table XXXI.

Officers.— President, Howard F. Thurber; Vice-President and General Manager, James A. Stewart; Secretary, Waldron Hoppins; Treasurer, Walter Brown; General Auditor, Jacob S. Wiley; General Superintendent, Clement I. Walker.

Directors.— Howard F. Thurber, Bancroft Gherardi, James A. Stewart, John W. Lieb, Jr., Walter D. Gifford.

Main Business Office.— 15 Dey Street, New York City.

Report verified by Walter Brown, Treasurer, March 14, 1921.

THE FLATBUSH GAS COMPANY

Incorporated April 2, 1864. The franchises and property of the Knickerbocker Electric Light & Power Co. were acquired by purchase December 27, 1893.[1]

[a] Of these quantities, 1,403,427 trench feet and 20,221,421 duct feet are in the Borough of Manhattan and 430,562 trench feet and 5,540,377 duct feet are in the Borough of The Bronx.

[b] Of this number, 12,663,040 duct feet are unoccupied.

[1] For corporate history see annual report of the Commission, 1910, Vol. I, pp. 283–291.

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The Flatbush Gas Company

The company supplies electricity and water gas in Ward 29, Borough of Brooklyn, and electricity on Ocean parkway from Foster avenue to the Atlantic ocean. Respondent states that it has no record as to when gas was first supplied, but that electricity was first supplied in 1893. It has no gas plant, and purchases gas from the Brooklyn Union Gas Co.

Stock control of the company is held by the Brooklyn Union Gas Co., which acquired the respondent's entire capital stock on May 31, 1897.

Important Changes during the Year.— Conduits laid during year, 23,202 trench feet; 132,521 duct feet, 188 manholes; distribution mains laid during the year, 5,584 feet.

The rate paid to the Brooklyn Union Gas Co. for gas purchased was changed from 65¢ per M cu. ft. to a price based on the manufacturing cost of the Brooklyn Union Gas Co., plus transmission pumping, plus 16 cents per M cu ft., effective January 1, 1920.

The rate charged to private consumers was changed from $0.80 to $1.10 per M cu. ft., effective December 1, 1920, as authorized by order of U. S. District Court dated November 26, 1920, the increase being impounded pending decision of the U. S. Supreme Court.

J. W. Cornwell, Jr., resigned as Second Assistant Treasurer, effective December 31, 1919. J. Gilmer, Auditor, deceased July 9, 1920. J. T. White elected Assistant Secretary, effective February 26, 1920. M. O. Davis elected Second Assistant Treasurer, effective February 26, 1920. J. I. Blanchfield elected Assistant Auditor, effective February 26, 1920. T. P. Payne elected Auditor, effective October 14, 1920.

No additional powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE[2]	December 31, 1920		Increase or (D) decrease
$54,057 71	Cash	$64,825 67		$10,767 96
41,084 21	Accounts receivable from City of N. Y.	91,101 70		50,017 49
86,575 22	Consumers' accounts receivable	126,291 13		39,715 91
138 50	Current accounts receivable from assoc'd co's	.....	D	138 50
32,992 34	Other accounts receivable (miscellaneous)	28,432 27	D	4,560 07
185 94	Interest and dividends receivable	396 67		210 73
21,126 88	Other special deposits	58,457 80		37,330 92
8,047 73	Prepayments	3,644 81	D	4,402 92
238,575 66	Material and supplies	320,546 48		81,970 82
	"Fixed Capital, December 31, 1908":			
501,128 57	Electric department	495,863 11	D	5,265 46
706,943 52	Gas department	706,643 55	D	299 97
	Fixed capital installed since 1908:			
1,695,270 24	Electric Department	2,219,225 08		523,954 84
1,280,587 92	Gas department	1,341,676 79		61,088 87
98,635 28	General capital	106,613 58		7,978 30
4,282,565 53	Total book cost	*4,870,022 11*		*587,456 58*
1,245,057 82	Accrued amortization of capital — Cr.[2]	*1,307,529 01*		*62,471 19*
3,037,507 71	Fixed capital — net	*3,562,493 10*		*524,985 39*
.....	Other suspense	[3]9,076 63		9,076 63
$3,520,291 90	Total	$4,265,266 26		$744,974 36

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (see depreciation, page 844); but it reports on the liabilities side of the balance sheet certain reserves "Accrued Amortization of Capital" and "Contingencies" that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[3] Sundry consumers' accounts in suspense: A portion of Accounts Receivable from sundry consumers representing charges made in excess of the statutory rate as per order of U. S. District Court dated November 26, 1920.

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The Flatbush Gas Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE	December 31, 1920	Increase or (D) decrease
$151,589 48	Taxes accrued	$208,381 49	$56,792 01
148,309 25	Consumers' deposits	183,021 36	34,712 11
3,518,841 86	Accounts payable to associated companies.	4,367,877 92	849,036 06
53,082 29	Miscellaneous accounts payable	81,245 38	28,163 09
28,858 35	Interest accrued on unfunded debt	45,928 34	17,069 99
5,432 54	Other unfunded debt (wages accrued)	11,577 86	6,145 32
168,666 19	Casualties and insurance reserves	189,313 42	20,647 23
.....	Commercial metered lighting and prepaid gas suspense	13,441 78	13,441 78
200,000 00	Common stock	200,000 00	.....
754,488 06	Corporate deficit	*1,035,521 29*	*281,033 23*
$3,520,291 90	Total	$4,265,266 26	$744,974 36

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908." — No details reported.

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Electric:				
Land occupied by generating stations	$357 70	.....	.....	$52,933 85
Other land	.....	.....	.....	1,751 00
Franchises	.....	.....	.....	500 00
Power plant buildings	[4]12,085 73	.....	.....	50,223 09
Furnaces, boilers and accessories.	7,235 86	.....	$21 89	174,040 97
Steam engines	1,919 23	.....	.....	142,076 80
Electric generators	.....	.....	.....	42,296 46
Accessory electric power equipment	21,463 78	.....	88 82	56,705 74
Misc. power plant equipment	757 56	.....	.....	4,919 91
Poles and fixtures	4,399 45	.....	379 97	24,584 34
Underground conduits	96,080 44	.....	.....	345,855 86
Transmission system	20,010 98	.....	.....	20,031 73
Distribution system	78,872 71	.....	1,827 09	285,443 46
Line transformers and devices	34,296 24	.....	2,855 61	101,543 03
Electric services	200,487 60	.....	1,202 07	613,847 39
Electric meters	44,229 03	.....	.....	179,365 71
Municipal street lighting system.	7,804 64	.....	30 15	111,314 99
Electric tools and implements	.....	.....	.....	1,021 93
Electric laboratory equipment	359 49	.....	.....	5,969 48
Other tangible electric capital	.....	.....	.....	2,849 44
Miscellaneous construction expenditures	.....	.....	.....	2,049 90
Total electric	$530,360 44	.....	$6,405 60	$2,219,225 08

[4] Includes constructing switchboard extension, $8,342.85; constructing and altering 5 coal bins, $2,522.95.

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The Flatbush Gas Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Gas:				
Land occupied by gas works	.....	.....	.....	$21,308 39
Other land	$7 90	.....	.....	15,404 89
Works and station structures	.....	.....	.....	40,122 67
Holders	.....	.....	.....	301,742 24
Gas engines	.....	.....	.....	25,294 35
Miscellaneous power plant equipment	.....	.....	.....	1,189 46
Accessory equipment at works	38 25	.....	.....	30,442 03
Trunk lines and mains	9,926 93	.....	$7 20	598,224 28
Gas services	32,229 01	.....	173 00	155,352 40
Gas meters	19,543 86	.....	575 88	148,666 95
Gas tools and implements	99 00	.....	.....	490 55
Engineering and superintendence	.....	.....	.....	570 08
Miscellaneous construction expenditures	.....	.....	.....	2,868 50
Total gas	$61,844 95	.....	$756 08	$1,341,676 79
General:				
General structures	$575 09	.....	.....	$59,452 26
General equipment	8,070 71	.....	$667 50	47,161 32
Total general	$8,645 80	.....	$667 50	$106,613 58

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to accrued amortization of capital
Ford car No. 99	1	$667 50	[5] $600 00	$67 50
Carriage	1	250 00	20 00	230 00
Feed water regulator	1	21 89	.....	21 89
Wire	19,707	1,388 54	987 25	401 29
Cable	4,792	1,555 89	1,341 64	214 25
Transformers	62	3,890 55	327 88	3,562 67
Worthington condenser	1	3,100 00	250 00	2,850 00
Manholes	18	741 37	706 92	34 45
"I" beams	2	70 00	62 66	7 34
Service fittings	———	161 91	152 29	9 62
Greenfield	83	16 92	15 06	1 86
W. I. pipe	60	8 40	7 20	1 20
Switchcord	132	21 10	18 50	2 60
Stormboxes	3	26 53	24 13	2 40
Pole line hardware	———	25 99	23 84	2 15
Poles	25	391 97	60 00	331 97
Meters — gas	35	631 72	[6] 609 93	21 79
Services — gas	22	228 00	.....	228 00
Mains — gas	[7] 235	196 33	191 60	4 73
Total	———	$13,394 61	$5,398 90	$7,995 71

[5] This amount recovered from insurers and other companies.
[6] Includes $609.43 recovered from insurers and other companies.
[7] Includes 229 feet taken up during 1919, entry for which was made in January, 1920.

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The Flatbush Gas Company

Special Deposits.— With bid for municipal street lighting, $2,825; with Brooklyn Edison Co. for current, $22,282; with State Industrial Commission, $29,600.80; security for paving, Ocean Parkway franchise, $750; with City of New York to cover cost of paving, $3,000; total, $58,457.80.

Prepayments.— Taxes, $502.50; insurance, $3,142.31; total, $3,644.81.

Materials and Supplies

ELECTRIC DEPARTMENT	Cost of quantity on hand at close of year	ELECTRIC DEPARTMENT—*Concl'd*	Cost of quantity on hand at close of year
Bituminous coal	$3,006 18	W. P. wire	$25,427 34
Anthracite coal	30,181 50	Underground tubing material	7,078 22
Arc lamps	2,991 00	Service stock	45,657 67
Incandescent lamps, carbon	323 16	Distribution stock	39,172 98
Incandescent lamps, tungsten	1,509 07	Station stock	31,189 59
Incandescent lamps, other	4,051 56		
Portable electric hand lamps	675 00	Total	$276,808 03
Wood poles	4,174 60		
Iron poles	284 00	GAS DEPARTMENT	
Cross arms	1,615 74	Gas ranges[8]	$11,202 31
Pins	117 61	Gas lamps	3,633 22
Brackets	667 18	Materials and supplies used in setting meters, etc.	28,902 92
Insulators	654 38		
Iron guy and suspension wire	63 10	Total	$43,738 45
B. B. posts	583 09		
Lubricants	479 84	Total — electric and gas	$320,546 48
Lead cable	76,905 22		

Capital Stock.— Common: Authorized, 4,000 shares of $50 par value each; issued prior to year and outstanding at close of year, $200,000; cash received as consideration for issue, $200,000; no dividends were declared or paid during the year.

Accounts Owing to Associated Companies.— Brooklyn Union Gas Co.: Advanced during year, $1,101,273.68; repaid, $252,237.62; amount owing at close of year, $4,367,877,92; interest accrued and paid during year, $227,964.65.

Miscellaneous Accounts Payable.— General Electric $20,498.38; miscellaneous, $60,747; total, $81,245.38.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued amortization of capital — gas[9]	$58,663 62	$18,022 16	$254 52	$76,431 26
Accrued amortization of capital — electric[9]	100,940 75	52,444 74	7,741 19	145,644 30
Contingencies — gas[9]	405,491 72	.....	.....	405,491 72
Contingencies — electric[9]	679,961 73	.....	.....	679,961 73
Casualties and insurance — gas	39,231 82	10,000 00	2,173 04	47,058 78
Casualties and insurance — electric	129,434 87	20,000 00	7,179 73	142,254 64
Commercial metered lighting and prepaid gas in suspense[10]	.....	13,441 78	.....	13,441 78

[8] Includes water heaters, industrial appliances, etc.

[9] See *Depreciation*, page 844.

[10] This item represents the difference between the price of gas sold to private consumers and through prepayment meters at $1.10 per M cubic feet, as authorized by order of U. S. District Court dated November 26, 1920, and the statutory rate of $0.80 per M cubic feet; 44,805,947 cu. ft. (sold during December) at $0.30.

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The Flatbush Gas Company

INCOME STATEMENT

(A) *Electric Department*

	Quantity (kw.hrs.) delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Operating revenues — sales of electric current:				
Municipal street lighting — incandescent	1,388,756	7.67	$106,515 70	$1,068 68
Lighting municipal buildings	149,302	6.66	9,938 88	1,142 07
Municipal heat and power	108,837	6.79	7,387 15	2,315 42
Commercial flat rate lighting	5,804	10.36	601 42	204 75
Commercial metered lighting	6,990,859	9.69	677,459 00	125,857 99
Commercial metered power	1,845,389	3.82	70,524 98	28,789 64
Battery charging	.....	.....	.....	D 1,271 05
Total sales	10,488,949	———	$872,427 13	$158,107 50
Miscellaneous revenues: Rent of electric appliances, $257.50; electric merchandise and jobbing, $14,944.94 [11]			15,202 44	2,139 61
Total electric operating revenue			$887,629 57	$160,247 11
Operating expenses:		Cents per kw.hr.[12]		
Power plant labor		0.40	$57,122 36	$10,160 78
Fuel for power		1.07	154,923 51	30,135 29
Other supplies and expenses		.17	24,869 58	10,379 17
Repairs		.17	24,689 10	813 97
Total production expense		2.50	$261,604 55	$51,489 21
Distribution		1.17	122,675 57	44,133 57
Commercial utilization		.06	6,534 95	1,520 49
Municipal street lighting		.18	18,699 88	2,712 81
Commercial administration		.42	44,478 62	8,675 61
Promotion of business		.04	4,055 85	985 68
General (excluding depreciation)		.7,	80,036 59	9,076 60
Total of foregoing		5.13	$538,086 01	$118,593 97
General amortization (reserved) [13]		.50	52,444 74	14,671 47
Total (including amortization)		5.63	$590,530 75	$133,265 44
Uncollectible bills		.02	2,209 39	633 46
Tax accruals		.42	44,009 67	4,553 70
Total expenses, taxes, etc		6.07	$636,749 81	$138,453 60
Electric operating income		2.39	$250,879 76	$21,794 51

(B) *Gas Department*

	M cu.ft. delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Operating revenues — sales of gas:				
Municipal street lighting	17,695	75	$13,133 06	D $291 86
Lighting municipal buildings	3,614	75	2,709 56	568 77
Municipal heat and power	2,787	75	2,089 88	390 44

[11] Receipts from sale of merchandise and from jobbing, $47,286.02, *less* cost of materials sold, $32,341.08.

[12] First four lines based on net output from generating station, 14,419,500 kw. hrs.; the following lines on 10,488,949 kw. hrs. sold.

[13] See *Depreciation*, page 844.

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The Flatbush Gas Company

INCOME STATEMENT — *Concluded*

(*B*) *Gas Department* — Concluded

	M cu.ft. delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Prepaid gas	6,621	80	$5,297 12	D $106 57
Commercial metered lighting	1,165,818	80	932,611 81	129,424 43
Commercial heat and power	4,942	80	3,953 52	1,288 32
Total sales	1,201,477	———	[14] $959,794 95	$131,273 53
Miscellaneous revenues: Rent of gas appliances, $256.36; gas merchandise and jobbing, $29,109.88 [15]; joint gas rent revenue, $16,000 [16]			45,366 24	D 6,771 72
Total gas operating revenue			$1,005,161 19	$124,501 81
Operating expenses:		Cents per M cu.ft.[17]		
Gas purchased [18]		80.23	$963,928 95	$230,602 88
Production (including storage)		1.74	20,912 76	6,165 73
Transmission and distribution		8.18	98,267 99	D 10,621 30
Municipal street lighting		0.19	2,273 09	1,832 94
Commercial administration		6.60	79,270 40	14,622 88
Promotion of business		0.84	10,165 70	582 81
General expenses (excluding depreciation) [16]		2.82	33,856 40	3,607 62
Total of foregoing		100.60	$1,208,675 29	$246,842 56
General amortization (reserved) [19]		1.50	18,022 16	2,464 62
Total (including amortization)		102.10	$1,226,697 45	$249,308 18
Uncollectible bills		0.33	3,949 43	850 18
Tax accruals		4.39	52,777 69	5,350 52
Miscellaneous operating rents		.03	410 00	200 00
Total expenses, taxes, etc.		106.85	$1,283,834 57	$255,708 88
Gas operating income ... *Loss*		23.19	*Loss* $278,673 38	D $131,207 07

(*C*) *Electric and Gas Departments Combined*

Operating income — electric and gas ... *Loss*	$27,793 62	D $109,412 56
Non-operating income: Interest on Liberty bonds, $1,004.77; on bank balances, $1,789.80; miscellaneous rents, $240	3,034 57	733 20
Gross corporate income ... *Loss*	$ 4,759 05	D $108,679 36
Deductions from gross income: Interest on advances by the Brooklyn Union Gas Co., $227,964.65; on consumers' deposits, $9,726.27; on special franchise taxes unpaid, $11,653.52	249,344 44	34,616 55
Net corporate income ... *Loss*	$274,103 49	D $143,295 91

[14] Excludes $13,441.78 credits to commercial metered lighting and prepaid gas in suspense, representing the excess of 30 cents over the 80 cents statutory rate charged by the company, under court order effective December 1, 1920.

[15] Receipts from sale of merchandise and from jobbing, $90,343.08, *less* cost of materials sold, $61,233.20.

[16] The Brooklyn Union Gas Co. was charged for the "use of holder capacity and transmission mains," $27,000, of which $16,000 was credited by respondent to revenue and $11,000 to general expenses.

[17] Based on 1,201,477 M cu. ft. sold.

[18] Gas furnished by the Brooklyn Union Gas Co., 1,306,510 M cu. ft. at 73.78 cents per M delivered at mains of respondent and measured at consumers' meters.

[19] See *Depreciation*, page 844.

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The Flatbush Gas Company

CORPORATE DEFICIT

Deficit, December 31, 1919		$754,[illegible]
Debit balances for year transferred from income		[illegible]
Expenses elsewhere unprovided for: Rewards, $240; donations, $200; sundries, 43.87		
Bad debts written off		
Other deductions: Sundry adjustments of accounts receivable, $2,963.80; sundry adjustments of accounts with City of New York, $340.29; inventory adjustments, $2,833.24		
Total debits		$1,035,[illegible]
Additions to surplus: Sundry adjustments of accounts receivable, $84.02; recovery for goods lost in transit, $25	$109 02	
Bad debts collected	4 83	
Total credits		
Deficit, December 31, 1920		$1,035,[illegible]

Municipal Street Lighting

CLASS OF LAMPS	Number	Price per year	Amount of revenue	Consumption
Electric				
A. C. series gas filled 600 c. p.	96	$100 00		
A. C. series gas filled 400 c. p.	792	90 00		
A. C. series gas filled 250 c. p.	24	55 00		
A. C. series gas filled 100 c. p.	303	30 00		
A. C. series gas filled 60 c. p.	5	25 00	$106,515 70	1,388,758 kw.hrs.
A. C. multiple 600 c. p.	84	100 00		
A. C. multiple 400 c. p.	57	90 00		
A. C. multiple 200 watt	4	55 00		
A. C. multiple 100 watt	97	20 00		
Gas				
Welsbach	1,274	N. R.	13,133 06	17,695,421 cu. ft.
Total	2,736	——	$119,648 76	——

Hours burning per year, 3,962, New York city schedule. Gas per lamp hour, 3[illegible] cu. ft.

Operating Expenses.— For details, see Tables XXXIII and XXXVI.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of April 15, 1909, the company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — electric" of 3 cents per kw.hr. of current sold [*less* the cost of actual repairs] and a charge to "General amortization — Gas" of 13 cents per M cu. ft. sold [*less* the cost of actual repairs] and concurrent credits to "Accrued amortization of capital." The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead the bulk of the amount accumulated in the prescribed reserves is now held in two unauthorized "Contingencies" reserves, and the company charges "General amortization" and concurrently credits "Accrued amortization of capital" with 5¢ per kw.hr. of electricity sold and 1.5¢ per M cu. ft. of gas sold "for the amortization of capital invested in plant withdrawn from service."

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Gas Works and Holders.— See Tables III and IV.

Gas Mains.— See Table V.

Gas Services.— See Table VI.

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The Flatbush Gas Company

Gas Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Electric Power Plant.— See Table XV.
Underground Conduits.— See Table XVI.
Circuits, Poles and Line Transformers.— See Table XVI.
Electric Services.— See Table XVII.
Electric Meters.— See Table XVIII.
Source and Disposition of Electric Energy (kw. hrs).— See Tables XXI, XXII, XXV and XXVI.
Load Data.— See Tables XX, XXIII and XXIV.
Accidents.— See Tables XXVII, XXVIII and XXIX.
Employees and Wages.— See Tables XXX and XXXI.

Principal Officers.— President, E. R. Chapman; Vice-President, A. F. Staniford; Secretary and General Manager, H. E. McGowan; Treasurer, H. Wellington; Assistant Treasurer and Auditor, T. P. Payne; General Counsel, Cullen and Dykman; Engineer, James H. Jourdan.

Directors.— E. R. Chapman, M. D. Chapman, A. F. Staniford, H. E. McGowan, J. H. Jourdan, H. Wellington, F. R. Wogan.

Main Business Office.— 1034 Flatbush Ave., Brooklyn, N. Y.

Report verified by Henry E. McGowan, General Manager, March 25, 1921.

THE JAMAICA GAS LIGHT COMPANY

Incorporated February 13, 1856.

It furnishes water gas to Ward 4, in the section known as Jamaica, Borough of Queens, New York City. The entire supply is purchased from the Brooklyn Union Gas Co., as the company has no manufacturing plant.

Stock control of the respondent is held by the Brooklyn Union Gas Co., which acquired its capital stock in July, 1897.

Important Changes during the Year.— The rate paid to the Brooklyn Union Gas Co. for gas purchased was changed from 65 cents per M. to a price based on the manufacturing cost of The Brooklyn Union Gas Co., plus transmission pumping, plus 21 cents per M., effective January 1, 1920.

T. P. Payne elected auditor, effective October 14, 1920. No new powers or franchises were acquired.

BALANCE SHEET[1]

December 31, 1919	ASSETS SIDE	December 31, 1920		Increase or (D) decrease
$21,930 51	Cash	$13,910 65	D	$8,019 86
1,320 14	Accounts receivable from City of New York.	1,477 11		156 97
19,233 55	Consumers' accounts receivable	13,171 24	D	6,062 31
35 36	Current accounts receivable from associated companies	10,137 55		10,102 19
6,430 55	Other accounts receivable	713 14	D	5,717 41
125 73	Interest and dividends receivable	125 74		01
5,076 88	Other special deposits	5,080 00		3 12
1,006 70	Prepayments	740 47	D	266 23

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of the cost of perishable property (see *Depreciation*, page 849); but reports on the liabilities side of the balance sheet certain reserves ("Accrued amortization of capital," and "Contingencies") that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortised portion of fixed capital outlay.

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The Jamaica Gas Light Company

BALANCE SHEET — *Concluded*

December 31, 1919	ASSETS SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$20,284 96	Materials and supplies	$18,800 30	D $1,484 66
12,000 00	U. S. Liberty bonds	12,000 00	.....
414,215 87	"Fixed Capital, Dec. 31, 1908"	413,841 26	D 374 61
409,647 62	Fixed capital installed since 1908	441,218 66	31,571 04
823,863 49	Total book cost	*855,059 92*	*31,196 43*
122,799 03	Accrued amortization of capital — Cr.[1]	*128,454 57*	*5,655 54*
701,064 46	Fixed capital — net	*726,605 35*	*25,540 89*
$788,508 84	Total	$802,761 55	$14,252 71
	LIABILITIES SIDE		
$37,329 12	Taxes accrued	$51,819 60	$14,490 48
30,669 01	Consumers' deposits	39,367 91	8,698 90
296,704 68	Accounts payable to associated companies	318,850 12	22,145 44
1,248 98	Miscellaneous accounts payable	3,478 08	2,229 10
8,074 91	Interest accrued on unfunded debt	12,097 44	4,022 53
1,293 20	Other unfunded debt (wages accrued)	2,860 53	1,567 33
14,078 86	Casualties and insurance reserve	16,648 55	2,569 69
38,441 33	Commercial metered lighting and prepaid gas in suspense	38,441 33	.....
200,000 00	Common stock	200,000 00	.....
160,668 75	Corporate surplus	119,197 99	D 41,470 76
$788,508 84	Total	$802,761 55	$14,252 71

Contingent Liabilities.— Amount of bond in which the respondent joins with The Brooklyn Union Gas Company in a penal sum equal to the amount of money. United States Liberty bonds and interest, withdrawn from the Bank of Long Island in accordance with Supreme Court order dated June 30, 1919 — interest at six (6%) per cent; bonds, $75,374.66; interest, $3,391.92.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, Dec. 31, 1908."— Credits during year on account of withdrawals and retirements: Services, $131.00; meters, $243.61; total, $374.61. [Balances in the several sub-accounts were shown in the 1917 abstract.]

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land devoted to gas operation	.....	.....	.....	$18,128 74
General structures	.....	.....	.....	71,575 83
General equipment	$613 97	.....	.....	10,230 64
Trunk lines and mains	11,562 91	.....	$118 55	236,844 58
Gas services	8,886 90	.....	82 00	44,940 68
Gas meters	11,386 63	.....	678 82	58,768 16
Gas tools and implements	.....	.....	.....	690 84
Engineering and superintendence	.....	.....	.....	5 65
Miscellaneous construction expenditures	.....	.....	.....	33 54
Total	$32,450 41	.....	$879 37	$441,218 66

[1] See this note on preceding page.

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The Jamaica Gas Light Company

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Recoveries from other companies	Amount charged to accrued amortization of capital
Trunk lines and mains.	101	$113 55	$55 01	.....	$63 54
Gas services	26	213 00	.....	.....	213 00
Gas meters.....	20	922 43	.....	$922 43	.....
Total	——	$1,253 98	$55 01	$922 43	$276 54

Miscellaneous Investments.— Held free: U. S. Liberty bonds, 4¼%, 10-25 year, par value, money cost and amount at which carried on books, $12,000; income accrued during year, $510.

Accounts Receivable from Associated Companies.— The Newton Gas Co., amount at beginning of year, $35.36; advanced during year, $304.80; reimbursed during year, $340.16. Richmond Hill and Queens County Gas Light Co., advanced during year, $48,306.85; reimbursed during year, $44,925.47; amount at close of year, $3,381.38. The Woodhaven Gas Light Co., advanced during year, $95,281.03; reimbursed during year, $88,524.86; amount at close of year, $6,756.17; total at close of year, $10,137.55.

Special Deposits.— With City of New York to cover cost of paving, $250; with bid for municipal street lighting, $20; with State Industrial Commission, U. S. 4¼% 3rd Liberty bonds, par value, $5,000, money cost and amount at which carried on the books, $4,810; total, $5,080.

Prepayments.— Taxes, $264.50; insurance, $475.97; total, $740.47.

Materials and Supplies.— Gas ranges, $7,169.33; miscellaneous including construction materials, $11,630.97; total, $18,800.30.

Capital Stock.— Authorized issue, 2,000 shares of common stock of a par value of $200,000; issued and outstanding at close of year, $200,000; dividends declared, none.

Accounts Owing to Associated Companies.— The Brooklyn Union Gas Co. advanced during year, $430,682.08; repaid, $395,620.34; amount owing at close of year, $318,850.12; interest at 6% accrued and paid, $17,694.11. Richmond Hill & Queens County Gas Light Co., repaid during the year, $4,790.91; The Woodhaven Gas Light Co., repaid during the year, $7,986.89; The Flatbush Gas Co., advanced during the year, $167.47; repaid, $305.97.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Accrued amortization of capital [2]..	$11,088 09	$5,932 08	$276 54	$16,743 63
Contingencies [3]	111,710 94	.....	.....	111,710 94
Casualties and insurance reserve..	14,078 86	3,000 00	430 31	16,648 55
Commercial metered lighting and prepaid gas in suspense [3].....	38,441 33	.....	.....	38,441 33

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Operating revenues — sales of gas:				
Lighting municipal buildings.....	2,141.4	.75	$1,606 07	$153 66
Prepaid gas	9,717.7	1.00	9,717 70	D 376 97
Commercial metered lighting.....	383,613.1	1.00	383,422 73	97,321 03
Total	395,472.2	——	$394,746 50	$97,097 72

[2] See note 1 and *Depreciation*, page 849.

[3] By an order dated April 17, 1919, and effective May 1, 1919, the Commission suspended its order of May 25, 1916, in which 95¢ was fixed as the price for gas in the Fourth ward, Queens. It restored $1.00 as the lawful rate for May — December. The amount reserved in 1919 represents the difference between the rate collected, $1.00, and the legal rate, 95¢ for the months January — April.

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The Jamaica Gas Light Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[5]	Net amount for year		Increase or (D) decrease
ellaneous revenues: Rent of gas appliances, $1,507; merchandise and jobbing revenues, $16,696.77[4]; joint rent revenue, $3,250; other miscellaneous gas revenue, 283.33		$23,737 10		$4,683 [illegible]
Total operating revenue		$418,483 60		$101,186 60
rating xpenses:				
s purchased[6]	86.43	$341,789 25		$126,671 [illegible]
ansmission and distribution	4.90	19,382 32	D	10,907 45
mmercial administration	6.97	27,552 57		3,619 12
omotion of business	0.61	2,446 42		
neral expenses (excluding depreciation)	4.28	20,132 98		
Total of foregoing	.....	$411,303 54		[illegible]
neral amortization[7] (reserved)	1.50	5,932 08		
Total (including amortization,[7]	104.69	$417,235 62		$121,987 49
ollectible bills	0.13	506 98	D	514 89
accruals	5.29	20,918 70		1,907 21
ellaneous operating rents	0.07	270 00	D	
Total of expenses, taxes, etc.	110.18	$438,931 30		$123, [illegible]
rating income ..... *Loss*		$20,447 70	D	$22, [illegible]
-operating income: Miscellaneous rent revenues, $350; terest revenues, $1,157.04		1,507 04		[illegible]
ss corporate income ..... *Loss*		$18,940 66		$21,887 [illegible]
uction from gross income: Interest on consumers' deposits, $2,085.26; on special franchise tax, 1917, $748.69; 18, $803.26; 1919, $926.28; 1920, $418.42; on obligations to sociated companies, $17,694.11		22,626 02		1,863 11
corporate income ..... *Loss*		$41,566 68		$23,750 [illegible]

CORPORATE SURPLUS

		Amount
plus, December 31, 1919		$160,668 75
debts collected		6 00
dry adjustment of accounts receivable		302 52
Total credits		$160,977 27
it balance for year transferred from income	$41,566 68	
debts written off	15 00	
dry adjustment of accounts: Receivable, City of New ork, $196.96; payable, $0.64	197 60	
Total debits		41,779 28
plus, December 31, 1920		$119,197 99

perating Expenses.— For details, see Table XXXIII.

Receipts from sale of merchandise and from jobbing, $126,683.22; *less* cost of erials sold, $109,986.45.

Based on 395,472.2 M cu. ft. gas sold.

Gas furnished by Brooklyn Union Gas Co., 430,457.861 cu. ft. at 79.4¢ per M cu. point of measurement, consumers' meters; point of delivery, mains of respondent.

See note 1 and *Depreciation*, page 849.

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The Jamaica Gas Light Company

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of April 15, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — Gas" and concurrent credit to "Accrued amortization of capital" of 13 cents per M cu. ft. sold (*less* the cost of actual repairs). The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead, the bulk of the amount accumulated in the prescribed reserve is now held in an unauthorized "Contingency" reserve and the company charges "General amortization" and concurrently credits "Accrued amortization of capital" with 1.5¢ per M cu. ft. of gas sold "for the amortization of capital invested in plant withdrawn from service."

Taxes.— See Table XLIII.

Rent Revenues.— Rent of land, Beaver street, Jamaica, Brooklyn Union Gas Co., lessee, $1,755.89; taxes applicable to same, $1,405.89; net rent revenue, $350; office 14-20 Union ave., Jamaica, lessees, John Hancock Life Ins. Co., $1,500; the Jamaica Water Supply Co., $783.33; Richmond Hill & Queens County Gas Light Co., $1,250; The Woodhaven Gas Light Co., $2,000; less expenses, $3,208.93; net revenue, $2,674.40.

MISCELLANEOUS INFORMATION

Works and Holders.— Respondent has no manufacturing plant or holders.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Principal Officers.— President, E. R. Chapman; Vice-President, A. F. Staniford; Secretary, H. E. McGowan; Treasurer, H. Wellington; Auditor, T. P. Payne; General Counsel, Cullen and Dykman; Engineer, J. H. Jourdan.

Directors.— E. R. Chapman, M. D. Chapman, A. F. Staniford, James H. Jourdan, H. E. McGowan.

Main Business Office.— 14-20 Union Ave., Jamaica, N. Y.

Report verified by A. F. Staniford, Vice-President, March 25, 1921.

KINGS COUNTY LIGHTING COMPANY

Incorporated May 26, 1904. On July 1, 1904, the company absorbed by merger the Kings County Gas & Illuminating Co., which was incorporated December 18, 1889. Respondent supplies water gas to the 30th ward and a small part of the 31st ward of Brooklyn. Gas for municipal and general consumption was first supplied in 1891.

Total number of votes cast at the last general meeting, January 27, 1920, was 17,287. The ten largest stockholders and their share-holdings as of the close of the year, December 31, 1920, were: F. M. Tait, 6,989; Ralph Elsman, 6,333; N. F. Brady, 1,818; C. A. Billings, J. C. Brady and F. M. Tait, trustees, 1,520; Julia M. M. Grant, trustee, 984; James Shevlin, 492; Laura J. Roche, 295; Helen A. Courtney, 295; Edith von Girtig, 278; D. Olcott, 200.

Important Changes during the Year.— The following general officers were elected: President, Ralph Elsman; Secretary, A. J. Gonnoud; Treasurer and Second Vice-President, Paul Bucher; First Vice-President, Charles H. Dickey. Voting trust (C. A. Billings, J. C. Brady and T. M. Tait, Trustees) was dissolved November, 1920; 1,520 shares still remain on record in Trustees' name.

Rate for gas was changed to $1.50 per M cu. ft., effective October 23, 1920.

No additional powers or franchises were acquired.

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Kings County Lighting Company

BALANCE SHEET

ASSETS SIDE[1]	December 31, 1920	Increase (D) decrease
sh	$29,815 35	$
ls receivable — due on time	1,535 87	
counts receivable from City of N. Y.	51,471 43	1
nsumers' accounts receivable	170,888 72	5
her accounts receivable	53,837 17	31
ecial deposits for coupons	76,250 00	
her special deposits[2]	47,185 77	11
epayments	9,863 94	7
terials and supplies	182,493 98	33
Fixed Capital, December 31, 1908"	4,898,320 45	D 1
xed capital installed since 1908	1,530,878 39	183
Total book cost	*6,429,198 84*	*181*
crued amortization of capital[1] — Cr.	*294,191 83*	*54*
Fixed capital — net	*6,135,007 01*	*127*
rk in progress	278,227 07	195
amortized debt discount and expense	19,331 99	D
her suspense	96,833 88	47
Total	$7,152,742 18	$528

LIABILITIES SIDE		
xes accrued	$333,215 86	$90
ls payable — due on demand	225,000 00	80
ls payable — due on time	200,000 00	200
nsumers' deposits	206,590 00	34
scellaneous accounts payable	432,964 47	330
terest accrued on funded debt	90,700 00	5
terest accrued on unfunded debt	70,695 64	24
her unfunded debt	24,681 34	D 10
rtgage bonds	3,178,000 00	
king fund and other contractual reserves	26,300 41	3
spense credit balances	6,777 00	D
mmon stock	2,000,000 00	
stalments paid in on subscriptions for stocks	61,100 00	61
rporate surplus	296,717 46	D 290
Total	$7,152,742 18	$528

bilities.— The above surplus, $296,717.46, is subject to a cont
,320.35 being the difference between 95¢ and 80¢ per M c

no longer observes the accounting procedure prescribed
pecting provision for depreciation, i. e., amortization of th
roperty (See *Depreciation*, page 855); but it reports on t
he balance sheet certain reserves (Plant withdrawn from s
erve) that contain accumulations made in former years t
ccounts. As no segregation is made of such accumulatio
lances are necessarily deducted from fixed capital or c
same manner as accumulations under the prescribed a
ation of capital, representing the expired life or amortized
outlay.
the Supreme Court dated August 7, 1918, the company was
specified purposes the special deposit representing the di
tutory rate of 80¢ per M cu. ft., effective July 1, 1916, a
, on condition that it deposit its 5% first and refunding m
mount, and that it continue to deposit additional bonds t
harges. These bond deposits amounted to $569,000 par valu
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Kings County Lighting Company

of the amounts collected from private consumers supplied by the company between the period of July 1, 1916, and March 29, 1920, as per order of the Supreme Court in a temporary injunction granted by the honorable Justice John C. Clark in 1916.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*" — Credits during year on account of withdrawals and retirements: Buildings, $1,197; mains, $12; services, $97.81; meters, $160.88; total, $1,467.69. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by gas works	.....	.....	.....	$10,625 33
Land occupied by outside holder stations	.....	.....	.....	5,000 66
General structures	$560 71	.....	$40 73	42,590 59
General equipment	11,718 38	.....	2,433 05	51,442 45
Works and station structures	18,800 96	.....	.....	216,665 73
Holders	1,562 17	.....	.....	1,631 87
Furnaces, boilers and accessories	15,893 24	.....	1,250 00	96,025 66
Gas engines	35 65	.....	.....	49 21
Miscellaneous power plant equipment	1,071 00	.....	.....	7,967 30
Water gas sets and accessories	30,080 75	.....	600 00	100,318 70
Purification apparatus	6,155 99	.....	.....	77,105 12
Accessory equipment at works	24,012 89	.....	.....	99,386 79
Trunk lines and mains	25,839 93	.....	.....	337,053 02
Gas services	20,489 56	.....	119 28	208,591 63
Gas meters	22,688 42	Cr. [a]$583 22	153 26	205,145 78
Gas meter installation	8,235 66	.....	.....	67,640 38
Gas engines and appliances	.....	.....	.....	12 00
Gas tools and implements	409 64	.....	.....	1,551 14
Gas laboratory equipment	671 84	.....	.....	1,324 03
Engineering and superintendence	.....	.....	.....	750 00
	$188,226 79	Cr. $583 22	$4,596 32	$1,530,878 39

Construction Work in Progress

General structures	$45 83
Works and station structures	43,122 25
Holders	365 79
Furnaces, boilers and accessories	47,335 66
Miscellaneous power plant equipment	4,140 56
Purification apparatus	57,137 76
Water gas sets and accessories	103,975 86
Accessory equipment at works	621 56
Trunk lines and mains	19,914 27
Interest during construction	1,308 53
Miscellaneous construction expenditures	259 00
Total	$278,227 07

[a] Represents duplication of entries charged to Accounts payable,

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Kings County Lighting Company

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to renewals and replacements — plant withdrawn from service	Amount charged to surplus
Heater rock	1	[4] $40 73	.....	.....	.....
Cable and switchboard	1	[4] 300 00	.....	.....	.....
Automobiles	3	2,302 55	$550 00	$1,752 55	.....
Steel stacks	2	1,250 00	.....	1,650 00	.....
Meters	47	314 14	.....	238 73	$75 41
Services	16	217 09	.....	118 41	98 68
Bicycles	3	130 50	.....	130 50	.....
Labor — take off main	———	300 00	.....	300 00	.....
Mains	———	12 00	.....	.....	21
End wall of buildings	2	1,197 00	.....	.....	1,197
Steel stacks (retired in 1919)	4	.....	1,200 00	2,995 05	1,200
	———	$6,064 01	$1,750 00	$7,185 24	$2,692 77

Special Deposits.— For coupons, $76,250; sinking funds uninvested, $29,715.77; preferred stock subscription deposit, $16,470; other special deposits, $1,000. Total, $123,435.77.

Prepayments.— Insurance, $2,019.52; rents, $1,073; other prepayments, $6,771.42; total, $9,863.94.

Materials and Supplies

Bituminous coal	$12,411 42	Gas lamps and lamp supplies	$2,495 32
Anthracite coal	4,028 17	Cookers	16 93
Generator fuel	8,917 38	Water heaters	130 00
Gas oil	49,027 29	Heating appliances	1,650 34
Iron oxide	7,711 79	Gas irons	56 45
Water gas tar	5,363 60	Stove repair parts	193 27
Shavings	102 53	Other domestic	378 06
65th st. office — coal	635 50	Scrap and second-hand material	2,570 93
Cast iron pipes and fittings	30,075 17	Stationery	4,444 48
Wrought iron pipes and fittings	26,195 43	Miscellaneous supplies	23,564 92
Gas ranges	2,534 51		
		Total	$182,493 96

Suspense.— General storeroom, $5,348.67; coal handling, $1,360.86; leasehold expense, $3,313.34; interest on bonds deposited, $66,925; coal, $561.25; waste oil, $5,427.34; preferred stock issue, $12,296.35; miscellaneous, $1,601.07; total, $96,833.88.

Unamortized Debt Discount and Expense.— Original amount of item, $25,000 (for discount and mortgage tax on $625,000 first mortgage bonds due July 1, 1954, and sold August, 1912; a sinking fund bearing 4½% interest has been established for the retirement of a like amount of bonds in accordance with the order of the Commission in Case No. 1474). Unamortized balance, December 31, 1919, $20,113.54; charged to income during the year, $781.55; unamortized balance, December 31, 1920, $19,331.99

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	Kings County Gas & Illuminating Co. first mortgage bonds	First refunding mortgage bonds
Nominal date of issue	———	Oct. 1, 1890	July 1, 1904
Date of maturity	———	Oct. 1, 1940	July 1, 1954
Interest rate and date	———	5%, A. & O.	5%, J. & J.
Denomination	1 share = $100	$1,000	$1,000

[4] Not written off.

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Kings County Lighting Company

Securities — Concluded

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	Kings County Gas & Illuminating Co. first mortgage bonds	First refunding mortgage bonds
Authorized by company.....	$2,000,000	$750,000	$5,000,000
By public authority.....	.....	750,000	3,848,000
Actually issued prior to year..	2,000,000	750,000	2,428,000
Cash realized	.....	N. R.	1,261,725
Property consideration	[5] 2,000,000	[6] 750,000	[7] 1,112,000
Amount actually outstanding...	2,000,000	750,000	2,428,000
Interest accrued and dividends declared	.....	37,500	121,400
Interest charged to income.....	——	37,500	121,400
Interest and dividends paid....	.....	37,600	121,650
Interest and dividends not due.	.....	9,375	5,025
Interest and dividends matured and unpaid	.....	150	76,100
Trustees under mortgage.....	——	Peoples Trust Co.	Central Trust Co.

Miscellaneous Accounts Payable.— Unclaimed wages, $919.09 [8]; advances by customers, $2,369.48 [8]; American Meter Co., $15,900.25 Bartlett Hayward Co., $17,398.01; Department Water Supply, Gas and Electric, $14,283.10; John H. Duncan, Inc., $35,173.02; H. C. Hopson, $10,308.02; Lehigh Valley Coal Sales Co., $24,965.68; Standard Oil Co., $69,654.06; U. G I. Contracting Co., $144,516.09; miscellaneous accounts payable, $100,766.24; total, $436,253.04.

Other Unfunded Debt.— Wages accrued, $4,744.94; water charges accrued, $77.60; unlocated debtors and creditors, $1,202 10; other accrued liabilities, $15,368.13; total, $21,392.77.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Amortization reserve [9].....	$22,673 76	$3,626 65	.....	$26,300 41
Contingency [10]	167,171 09	30,973 99	.....	198,145 08
Plant withdrawn from service [10].	72,929 81	30,302 18	$7,185 24	96,046 75

INCOME STATEMENT

Operating revenues — sales of gas:	M cu.ft. delivered	Rate or average price	Net amount [11] for year	Increase or (D) decrease
Municipal street lighting.....	47,453 14	$0.75	$35,589 92	D $1,821 63
Lighting municipal buildings..	4,153 40	.75	3,115 05	379 65

[5] Issued in part payment for capital stock of Kings County Gas & Illuminating Co.

[6] Assumed as a result of merger with Kings County Gas & Illuminating Co.

[7] Issued in part payment for capital stock of Kings County Gas & Illuminating Co., 1,112 bonds of a par value of $1,112,000; [the balance was issued as follows: 217 at par; 274 at 90; 200 at 97½; 625 at 96½.]

[8] On Balance sheet these items are included in "Other unfunded debt."

[9] [A sinking fund was established for the amortization of $116,000 bonds within 25 years, the payments therein being made annually in cash with interest allowance at 4½%. See Public Service Commission order of July 31, 1912, in case No. 1474 — P. S. C.]

[10] See note 1 and *Depreciation*, page 855.

[11] The 80¢ statutory rate for gas has not been enforced as to this company due to an injunction obtained from the State Supreme Court under which the company collected 95¢ and prior to March 29, 1920, deposited with the Empire Trust Company bonds equal to the excess over 80 cents. These deposits were increased by $16,843.68 in 1920. On Oct. 19, 1920, the Federal District Court declared the 80-cent rate confiscatory, whereupon (Oct. 23, 1920) the company increased the rate collected to $1.50 per M cu. ft. An appeal from this decision has been taken to the U. S. Supreme Court. The company's income and surplus accounts fail to reflect the contingent asset character of the amount collected in excess of the statutory rate.

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Kings County Lighting Company

INCOME STATEMENT — *Continued*

	M cu. ft. delivered	Rate or average price	Net amount [11] for year	Increase or (D) decrease
Operating revenues — sales of gas — *Concluded:*				
Commercial metered lighting...	1,259,186 60	$0.95	$1,195,673 39	$379,439 54
Commercial metered lighting [11]..	232,345 20	1.50	348,517 80	
	1,543,133.34	———	$1,582,896 16	$377,997 56
Gas merchandise and jobbing revenue.....			[12] 14,123,88	D 7,774 75
Total operating revenue.....			$1,597,020 04	$370,222 81
Operating expenses:		Cents per M cu.ft. [13]		
Gas-making labor		7.83	$140,443 89	$55,687 91
Boiler fuel		9.01	161,592 43	46,824 35
Generator fuel		14.72	263,774 60	73,330 92
Water — gas oil		28.07	503,066 23	155,395 10
Miscellaneous supplies and expenses.....		3.48	62,492 68	35,276 71
Repairs at works.....		4.10	73,439 35	30,393 67
Total works expense.....		67 21	$1,204,809 18	$397,908 66
Less residuals produced.....		2.95	53,139 17	3,380 37
Net cost of gas in holder.....		64.26	$1,151,670 01	$394,028 29
Total production expenses.....		74.63		
Transmission and distribution.....		6.60	101,839 85	39,911 06
Municipal street lighting.....		0.19	2,981 09	2,465 11
Commercial administration		6.21	95,764 27	3,769 92
Promotion of business.....		1.09	16,735 70	6,790 27
General expenses (excl. depreciation)....		9.31	143,684 33	49,794 99
Total of foregoing.....		98.03	$1,512,675 25	$501,759 64
General amortization [14].....		1.96	30,302 18	17,429 72
Total (including amortization).....		99.99	$1,542,977 43	$519,189 36
Uncollectible bills		1.01	15,604 57	4,788 09
Tax accruals		6.18	95,394 53	8,031 55
Total expenses, taxes, etc.....		107.18	$1,653,976 53	$532,009 00
Operating income..... *Loss*			$56,956 49	D $161,786 19
Non-operating income: Rent, $22,909.92; interest on bank balances, $3,306.81; interest on sinking fund, $1,201.75; sale of material and supplies, $72.50; *less* expenses and taxes, $5,939.54.....			21,551 44	2,240 27
Gross corporate income..... *Loss*			$35,405 05	D $159,545 92

[11] See this note on preceding page.

[12] Receipts from sale of merchandise and from jobbing, $49,013.48 *less* cost of materials sold, $34,889.60.

[13] The ratios for net cost of gas in holder and preceding items are based on 1,792,305 M cu ft. of gas made; those for total production expenses and following items on 1,543,133 M cu. ft. of gas sold.

[14] The company makes no charge to the operating expense account, General amortization. Instead it has included in operating expenses an unauthorized account "Provision for plant withdrawn from service" for which concurrent credit is made to a reserve account "Reserve for plant withdrawn from service." See *Depreciation*, page 855.

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Kings County Lighting Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Deductions from gross income: Interest on funded debt, $158,900[15]; on consumers' deposits, $11,619.35; on taxes in arrears, $18,272.29; on loans, $12,772.51; amortization of debt discount and expense, $781.55; sinking fund, $3,626.65; income tax on bond interest assumed, $1,455.96	$207,428 31	$21,015 05
Net corporate income.....*Loss*	$242,833 36	D $130,560 97

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919		$587,285 21
Additions to surplus: Bad debts collected, $617.06; adjustments of previous years' expenses and revenues, $2,387.04		3,004 10
Total credits		$590,289 31
Debit balance for year transferred from income	$242,833 36	
Expenses elsewhere unprovided for	224 37	
Appropriations to contingency reserve	30,973 99	
Bad debts written off	2,601 84	
Other deductions: Retirements, $2,692.77; mortgage recording tax, charged in error, $4,060.30; expenses of previous years, $10,185.22	16,938 29	
Total debits		293,571 85
Surplus, December 31, 1920		[16] $296,717 46

Municipal Street Lighting.— Number of lamps (60-candle power, mantle), 3,069; hours burning per year (city schedule), 3,950; gas per lamp hour, 3.5 cu. ft.; consumption for year, 47,453,145 cu. ft.; revenue at 75c per M cu. ft., $35,589.92.

Sale of Residuals and By-products.— See Table XI.

Operating Expenses.— See Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of July 31, 1916, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas," and concurrent credit to "Accrued amortization of capital" of 11.5 cents per M cu. ft. sold (*less* the cost of actual repairs). The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item "Provision for plant withdrawn from service," charging thereto 1¢ per M cu. ft. of gas sold January 1, 1920, to June 30, 1920, and 3¢ per M cu. ft. of gas sold July 1, 1920, to December 31, 1920. The company has made an appropriation from surplus to "Contingency" reserve of 2¢ per M cu. ft. sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II — IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

[15] Does not include interest on respondents' bonds deposited under court order.
[16] See "*Contingent Liabilities,*" page 850.

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Kings County Lighting Company

Officers.— President and General Manager, Ralph Elsman; First Vice-President, Charles H. Dickey; Secretary and Auditor, A. J. Gonnond; Treasurer, Paul Bucher; General Counsel, Ingraham, Sheehan & Moran.

Directors.— Ralph Elsman, Paul Bucher, A. J. Gonnond, W. A. Morris, Francis Weekes, Charles N. Dickey, John Gribbel.

Main Business Office.— 4802 New Utrecht avenue, Brooklyn, N. Y.

Report verified by Ralph Elsman, President, April 4, 1921.

LONG ACRE ELECTRIC LIGHT AND POWER COMPANY

Incorporated April 24, 1903. It operates in the Borough of Manhattan, *in the* vicinity of Second avenue and 47th street; but under its franchise, it *may operate* in all the territory of Manhattan and The Bronx.

[From March 22, 1906, to September 14, 1912, 490 shares (of 500 outstanding) stood in the name of G. E. Bauchie, Trustee, at which latter date a new certificate for the entire outstanding stock was issued to Alexander P. Bartlett, William I. Kaufman and George B. Toby, trustees under mortgage of the Inter-City Power Co., dated September 1, 1912, which company holds the stock under option, the equitable owner being the Manhattan Transit Co. In April 1920, the New York Edison Co. acquired the $500,000 outstanding first mortgage bonds of the company.] [1]

Important Changes during the Year.— None.

BALANCE SHEET

December 31, 1919 [2]	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$3,626 24	Cash	$4,011 68	$385 44
4,273 44	Accounts receivable	5,539 40	1,265 96
979 22	Materials and supplies	1,015 36	36 14
500,000 00	Investments [3]	500,000 00	.....
229 58	Special deposits	229 58	.....
111,217 93	Fixed capital — book cost	110,834 38	D 383 60
8,309 28	Accrued amortization of capital — Cr.[4]	8,309 28	.....
102,908 65	Fixed capital — net	102,525 05	D 383 60
.....	Prepayments	22 65	22 65
.....	Unamortized expense — battery repairs	1,924 18	1,924 18
8,754 76	Suspense	8,754 76	.....
$620,771 89	Total	$624,022 66	$3,250 77
	LIABILITIES SIDE		
$500,000 00	Funded debt	$500,000 00	.....
698,394 68	Bills payable	749,370 43	$50,975 75
145,107 03	Accounts payable	139,402 54	D 5,704 49
2,300 00	Taxes accrued	4,600 00	2,300 00
4,166 67	Interest accrued on funded debt	4,166 66	D 01
174,065 76	Interest accrued on floating debt	216,909 75	42,843 99
50,000 00	Capital stock	50,000 00	.....
953,262 25	Corporate deficit	1,040,426 72	87,164 47
$620,771 89	Total	$624,022 66	$3,250 77

[1] [From documents on file with the Public Service Commission.]
[2] From 1919 return.
[3] [Public Service Telephone Co. ad interim certificates for 5%, 30-year gold bonds. Report of company for 1915.]
[4] Reported on liabilities side. See *Depreciation*, page 858.

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Long Acre Electric Light and Power Company

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock [5]	First mortgage 4% gold bonds	First mortgage 5% gold bonds [5]
Nominal date of issue	April 23, 1903	[Oct. 15, 1906]	[July 1, 1911]
Date of maturity	——	Oct. 15, 1956	July 1, 1961
Interest, rate and dates	——	4%, A. & O.	5%, J. & J.
Denominations	1 share = $100	[$1,000]	.....
Authorised by company	$2,500,000	1,000,000 00	$50,000,000
Actually issued and outstanding	50,000	500,000 00	.....
Cash realised	(6)	(6)	.....
Interest accrued and dividends declared	.....	20,000 00	.....
Interest charged to income	——	20,000 00	.....
Interest and dividends paid	.....	20,000 01	.....
Interest and dividends not due	.....	4,166 66	.....

INCOME STATEMENT

	Net amount for year	Increase or (D) decrease
Operating revenues — sales of electricity:		
Commercial lighting — average price 3.15¢	$6,265 47	$4,079 52
Commercial power — average price 4.26¢	3,424 00	2,538 52
Total operating revenue	$9,689 47	$6,618 04
Operating expenses:		
Production expenses:		
Power plant labor	$9,985 10	$6,802 77
Fuel for power / Fuel for producer gas	7,169 54	3,214 18
Water for steam power	96 50	D 58 42
Lubricants for power	307 84	89 83
Station supplies and expense	212 08	D 424 63
Repairs to power plant buildings	.....	D 32 90
Repairs to furnaces, boilers, and accessories	129 49	60 05
Repairs to steam engines and equipment	286 12	268 66
Repairs to gas producers	.....	D 216 08
Repairs to electric generating equipment	126 45	D 27 63
Electric energy from other sources	.....	D 340 14
Total production expenses	$18,313 12	$9,335 69
Electric storage expenses.:		
Storage battery supplies	$113 13	$26 07
Distribution expenses:		
Electric distribution, maps, etc	.....	D $2,229 77
Setting and removing meters and transformers	$65 42	D 172 02
Repairs of electric services	.....	D 10 00
Electric meter repairs	14 00	9 00
Total distribution expenses	$79 42	D $2,402 79
Utilization expenses:		
Commercial incandescent renewals	$71 07	D $343 23
Repairs of consumers' installations	.....	D 2 00
Total utilization expenses	$71 07	D $345 23

[5] "The Public Service Commission declined to extend the time to issue $4,000,000 in the aggregate principal amount of the first mortgage, fifty-year, 5% gold bonds and $2,000,000 in par value of the stock, after September 30, 1916, without prejudice, however to a subsequent application or applications."

[6] Part payment for franchise. See 1917 Report.

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Long Acre Electric Light and Power Company

INCOME STATEMENT — *Concluded*

	Net amount for year		Increase or (D) decrease
Operating expenses — *Concluded:*			
Commercial expenses:			
Commercial administration	.....	D	$2 06
Canvassing and soliciting	.....	D	100 00
Total commercial expenses	.....	D	$102 06
General and miscellaneous expenses:			
Salaries and expenses of general officers	$2,004 83	D	$587 67
Salaries and expenses of general office clerks	840 00		126 74
General office supplies and expense	31 75	D	74 20
Miscellaneous general expense	830 11		347 85
Insurance	109 26	D	577 05
Stationery and printing	.....	D	5 00
Total general and miscellaneous expenses	$3,805 95	D	$769 33
Total operating expenses	$22,382 74		$5,742 35
Taxes	2,363 08	D	653 85
Transmission subway rents	1,974 88		142 31
Total operating expenses, taxes, rent, etc.	$26,720 70		$5,230 81
Income from electric operations ..... *Loss*	$17,031 23		$1,387 23
Income from other operations	1,481 74		1,178 26
Total operating income ..... *Loss*	$15,549 49		$2,565 49
Deductions from income:			
Interest on bonds	$20,000 00		.....
Other interest	44,044 57		$4,045 39
Rents	7,200 00		2,650 00
Total deductions from income	$71,244 57		$6,695 39
Net corporate income ..... *Loss*	$86,794 06		$4,129 90
Deficit at beginning of year	953,262 25		
Loss on sale of old cable	254 44		
Uncollectible accounts, prior years	46 42		
Gift to employees	100 00		
Adjustment of prepaid insurance — 1919	Cr. 30 45		
Deficit at close of year	$1,040,426 72		

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing this abstract. This company has filed with the Commission no rule of depreciation and makes no provision for it.

MISCELLANEOUS INFORMATION

Power Plant.— This company is operating under a contract with the Forty-first Street and Park Avenue Corporation, 103 Park avenue, whereby the generating plant of the latter is used by this company for the generation of power sold to customers. This company owns no electric station or station equipment.

Transmission and Distribution System.— Underground, low tension cable, No. 400,000 C. M., 3,628 feet connected and 3,632 feet not connected.

Electric Current Generated and Sold (kw.hrs.).— Generated, 279,050; sold to public 279,050.

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Long Acre Electric Light and Power Company

Franchise Requirements.— The company shall furnish free to the city one full arc light for every fifty furnished to other consumers. Also for any permit to open the streets the company shall pay one cent per lineal foot of streets occupied under such permit.

Accidents.— None.

Employees and Wages.— Officers, part time only. Number of all other employees at close of year, 8; total compensation paid to employees during the year, $12,685.10.

Officers.— President, P. G. Gossler; Vice-President, M. J. Murphy; Secretary and Treasurer, F. B. Lasher; General Manager or Superintendent, C. Gast.

Directors,— W. E. Fulcher, P. G. Gossler, F. B. Lasher, A. B. Leach, M. J. Murphy, C. T. Smith.

Main Business Office.— 62 Cedar street, New York City.

Report verified by F. B. Lasher, Treasurer, March 11, 1921.

NEW AMSTERDAM GAS COMPANY.

The report of this company combines with it the data of the East River Gas Co. of Long Island City. (See *Addendum.*)

The New Amsterdam Gas Co., Equitable Gas Light Co. of New York and New York & East River Gas Co. were consolidated on March 4, 1898, to form the present New Amsterdam Gas Co. Gas service by the consolidated company was first supplied on that date.

The company controls through title to all or to a majority of the capital stock the Central Union Gas Co., East River Gas Co. of Long Island City, New York Carbide & Acetylene Co. (inchoate) and, indirectly, Northern Union Gas Co. (See *Miscellaneous Investments.*)

Stock control of the New Amsterdam Gas Co. was acquired July 23, 1900, by the Consolidated Gas Co. which on December 31, 1920, was the holder of record of 121,092 shares of respondents common stock and 89,625 shares of preferred stock.[1]

Important Changes during the Year.— Renewed lease with Consolidated Gas Co. for space on 1st, 2nd and 3rd floors in building at 130 E. 15th street from March 1, 1920 to December 31, 1920 at an annual rental of $19,200. Leased from New York & Queens Electric Light & Power Co., for 10 years, store No. 3, Queens plaza, Long Island City at an annual rental of $2,500 from May 1, 1920, to April 30, 1925; of $2,812.50 from May 1, 1925 to April 30, 1927; of $3,125 from May 1, 1927 to April 30, 1930.

Under a preliminary injunction granted by the Federal court, a rate of $1.00 per M cu. ft. was put in effect July 1, 1920. Under a modifying order of the court, this rate was increased to $1.10 per M cu. ft. as of December 1, 1920.

No additional powers or franchises were acquired.

BALANCE SHEET[2]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$188,786 57	Cash	$593,363 32	$404,576 75
11,837 23	Accounts receivable from City of New York.	14,946 95	3,109 72
158,963 81	Consumers' accounts receivable	270,261 78	111,297 97
256,835 24	Current accounts receivable from assoc'd co's	332,967 68	76,132 44

[1] [The Consolidated Gas Co. reports in addition ownership of 511 shares of common and 333 shares of preferred stock representing certificates in its own name.

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of cost of perishable property (see *Depreciation*, page 866), but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements — plant withdrawn from service; Contingency reserve) that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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New Amsterdam Gas Company

BALANCE SHEET — *Concluded*

December 31, 1919	ASSETS SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$89,404 59	Other accounts receivable	$104,289 81	$14,885 22
2,323 93	Interest and dividends receivable	1,605 47	D 718 46
22,850 00	U. S. Liberty bonds for employees	.....	D 22,850 00
.....	Par value of Liberty bonds deposited with Richard Welling, Special Master	300,000 00	300,000 00
41 22	Prepayments — insurance	779 12	737 90
471,966 96	Materials and supplies	588,710 08	116,743 12
600 00	Stocks of associated companies	600 00	.....
22,000 00	U. S. Liberty bonds	27,700 00	5,700 00
1,975 00	Other investment securities	1,975 00	.....
515,441 67	Real estate and other miscellaneous investments	525,293 99	9,852 32
40,108,314 39	Fixed Capital, December 31, 1908[3]	40,076 221 28	D 27,093 11
7,262,842 89	Fixed capital installed since 1908	7,618,317 87	355,474 98
47,366,157 28	Total book cost	*47,694,539 15*	*328,381 87*
3,738,686 33	Accrued amortization of capital — Cr.[3]	*3,819,698 53*	*81,012 20*
43,627,470 95	Fixed capital — net	*43,874,840 62*	*247,369 67*
4,945 51	Other suspense	[4] 7,112 53	2,167 02
$45,375,442 68	Total	$46,644,446 35	$1,269,003 67

	LIABILITIES SIDE		
$774,087 67	Taxes accrued[5]	$1,075,048 93	$300,961 26
78,000 00	Matured funded debt unpaid	78,000 00	.....
800,000 00	Bills payable — due on demand	800,000 00	.....
314,225 91	Consumers' deposits	310,248 59	D 3,977 32
2,289,325 76	Accounts payable to assoc'd co's	3,687,798 93	1,398,473 17
444,295 64	Miscellaneous accounts payable	603,857 63	159,561 99
58,333 34	Interest accrued on funded debt	58,333 34	.....
147,596 54	Interest accrued on unfunded debt[5]	259,669 96	112,073 42
11,938 44	Employees' Liberty bond payments	.....	D 11,938 44
14,424 19	Other unfunded debt	314,710 99	300,286 80
19,135,000 00	Mortgage bonds[6]	19,135,000 00	.....
5,171,166 70	Construction advances owing to assoc'd co's.	5,171,166 70	.....
158,429 93	Casualties and insurance reserve	168,282 25	9,852 32
.....	Gas sales suspense account — net	342,039 18	342,039 18
9,000,000 00	Preferred stock[6]	9,000,000 00	.....
12,165,000 00	Common stock[6]	12,165,000 00	.....
5,186,381 44	Corporate deficit	*6,524,710 15*	*1,338,328 71*
$45,375 442 68	Total	$46,644,446 35	$1,269,003 67

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital, December 31, 1908.— Credits during year on account of withdrawals and retirements: Franchise and property (meters, $3,486.11; services, $6,641; other equipment, $13,367.36); total, $23,494.47; new street mains, $428.31; new services, $217.50;

[3] Includes $12,240,000 securities of associated companies acquired through consolidation. See *Miscellaneous Investments.*

[4] [Representing reacquired securities in the hands of the treasurer (fractional bond scrip, $1,087; fractional stock scrip, $227.90). Such securities should not be so reported nor included under stocks and bonds outstanding.] Also general items. $5,797.63.

[5] See note 1, Table XXXVII.

[6] See note 4, page 866.

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New Amsterdam Gas Company

new meters, $276.31; meter connections, $1,415.75; horses and wagons, $508.64; tools and implements, $72.13; condensing machinery was credited and condenser house charged with $40.35, this being apparently an adjustment; exhausters, $630; total, $27,093.11. [Balances in the several sub-accounts were shown in the 1917 abstract.]

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1908
Land devoted to gas operations:				
Occupied by gas works	.....	.....	.....	$5,350 00
"Improvements to real estate"	$5,072 35	.....	.....	21,985 48
Other land	.....	.....	.....	50,860 40
Intangible gas capital:				
Assessments	13,431 35	.....	.....	13,431 35
General structures	784 74	.....	.....	28,967 80
General equipment	5,927 19	.....	$1,716 12	65,848 36
Works and station structures	3,582 32	.....	.....	38,540 61
Holders	.....	.....	.....	1,089 87
Furnaces, boilers and accessories	23,376 41	.....	.....	246,662 58
Steam engines	.....	.....	.....	637 29
Miscellaneous power plant equipment	.....	.....	.....	81 81
Water-gas sets and accessories	61,423 40	.....	2,262 00	230,389 75
Purification apparatus	47,334 13	.....	.....	112,955 32
Accessory equipment at works	36,199 25	.....	.....	117,177 00
Trunk lines and mains	19,411 62	.....	.....	486,350 92
Gas services	32,794 73	.....	29 00	185,498 86
Gas meters	30,068 65	.....	759 76	344,839 91
Astoria tunnel and connecting main	440 74	.....	1,415 00	5,191,446 39
Gas engines and appliances	60,670 00	.....	.....	402,806 72
Gas tools and implements	2,816 67	.....	2,045 57	6,136 70
Gas laboratory equipment	.....	.....	.....	218 67
Other tangible gas capital	1,243 38	.....	.....	32,650 55
Engineering and superintendence	19,125 50	.....	.....	34,017 44
Miscellaneous construction expenditures	.....	.....	.....	334 09
Total	$363,702 43	.....	$3,227 45	$7,618,317 87

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to renewals and replacements — plant withdrawn from service
Street mains	0.10 miles	$428 31	.....	$428 31
Services	499	6,887 50	.....	6,887 50
Meters	799	4,522 18	.....	4,522 18
Meter cocks and connections	1,375	1,415 75	$526 21	889 54
Horses and wagons	2 horses	570 00	.....	570 00
Automobiles	2	1,716 12	350 00	1,366 12
Tools and implements	—	2,117 70	.....	2,117 70
Ravenswood plant	—	13,306 00	3,090 00	10,216 00
Exhausters	3	680 00	15 00	665 00
Water gas sets and accessories	—	2,262 00	168 75	2,093 25
Astoria tunnel	—	1,415 00	1,415 00	.....
Total	—	$35,320 56	$5,564 96	$29,755 60

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New Amsterdam Gas Company

Miscellaneous Investments [7]

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition	Amount at which carried on books	Income accrued during year
Stocks of associated companies:				
Municipal Lighting Co., Inc.....	$600 00	May 17, 1915	$600 00	.....
E. R. Gas Co. of L. I. City.....	1,000,000 00			
Central Union Gas Co.....	3,500,000 00	(8)	(8)	.....
Northern Union Gas Co.....	740,000 00			
N. Y. Carbide & Acetylene Co....	7,000,000 00			
Other investments:				
City of New York, 4½% bonds, 1962	2,000 00	Mar. 20, 1913	1,975 00	$84 99
N. Y. Edison Co., 5% bond and mortgage, 1907.....	357,011 74	June, 1905	357,011 74	17,850 58
U. S. 1st Liberty bonds, 3½%, 1947	11,950 00	June 1, 1918	11,950 00	418 25
U. S. 2d Liberty bonds, 4¼%, 1942	2,300 00	Nov. 1, 1919	2,300 00	97 75
U. S. 3d Liberty bonds, 4¼%, 1928	2,350 00	May, 1919	2,350 00	99 91
U. S. 4th Liberty bonds, 4¼%, 1938	5,400 00	Nov., 1919	5,400 00	229 51
U. S. 5th Liberty bonds, 4¼%, 1923	5,700 00	April 30, 1920	5,700 00	96 47
Fire insurance participation certificates, 3%.....	168,282 25	(9)	168,282 25	5,048 47
Total.....	$12,795,593 99	——	——	$23,925 93

Accounts Receivable from Associated Companies.—Astoria Light, Heat & Power Co., $98,102.90; Central Union Gas Co., $193,780.70; Consolidated Gas Co., $27,484.62; Standard Gas Light Co., $2,050.11; New York Edison Co., $5,346.82; New York Mutual Gas Light Co., $2,114.63; Northern Union Gas Co., $481.60; New York & Queens Gas Co., $360.29; New York & Queens Electric Light & Power Co., $704.88; Westchester Lighting Co., $226.67; Consolidated Telegraph & Electrical Subway Co., $2,314.46 total, $332,967.68.

Miscellaneous Accounts Receivable.— Central Union Trust Co., $26,079.37; appliance sales, $13,100.52; lamp sales, $14,771.55; Barrett Co., $11,025.15; other accounts receivable, $39,313.22; total, $104,289.81.

Materials and Supplies.—Anthracite coal, $239,608.50; gas oil, $90,923.37; coke, $11,074.36; water-gas tar, $9,999.99; purifying materials, $29,659.39; cast iron pipes and fittings, $52,115.52; gas ranges, $76,717.85; gas lamps, $20,633.23; storehouse, $56,173.01; stationery, $1,804.86; total, $588,710.08.

Funded Debt

PARTICULARS OF FUNDED DEBT	Equitable Gas Light Co. 1st cons. mtg.	New York & East River Gas Co. 1st mtg.	New York & East River Gas Co. 1st cons. mtg.	New Amsterdam Gas Co. 1st cons. mtg.	Equitable Gas Light Co. purchase money mtg.[10]
Nominal date of issue.....	Mar. 1, 1892	Jan. 1, 1894	Jan. 1, 1895	Jan. 1, 1898	July 12, 1887
Date of maturity.....	Mar. 1, 1932	Jan. 1, 1944	Jan. 1, 1945	Jan. 1, 1948	May 1, 1898
Interest, rate and dates.....	5%, M. & S.	5%, J. & J.	5%, J. & J.	5%, J. & J.	5%, F. & A.
Denominations.....	$1,000 00	$1,000	$1,000	$1,000	$100,000 00
Authorised by company.....	4,000,000 00	3,500,000	5,000,000	20,000,000	100,000 00
By public authority.....	3,500,000 00	3,500,000	1,500,000	10,635,000	100,000 00
Only nominally issued.....	.....	.....	.....	865,000	.....
Held free.....	.....	.....	.....	865,000	.....

[7] All free except the bonds of the City of New York which are deposited as security with the City Comptroller.

[8] Acquired through consolidation and carried on books as part of fixed capital ["Franchises and property"] without separate valuations.

[9] Various dates.

[10] Covering the company's property at 42d and 43d streets, First avenue and East river.

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New Amsterdam Gas Company

Funded Debt — Concluded

PARTICULARS OF FUNDED DEBT	Equitable Gas Light Co. 1st cons. mtg.	New York & East River Gas Co. 1st mtg.	New York & East River Gas Co. 1st cons. mtg.	New Amsterdam Gas Co. 1st cons. mtg.	Equitable Gas Light Co. purchase money mtg.
Actually issued prior to year	$3,500,000 00	$3,500,000	$1,500,000	$10,635,000	$100,000 00
Cash realized	(11)	(11)	(11)	(11)	(11)
Property consideration					
Reacquired and retired, etc.	.....	.....	.....	.....	22,000 00
Actually outstanding	3,500,000 00	3,500,000	1,500,000	[12] 10,635,000	78,000 00
Interest accrued	175,000 00	175,000	75,000	531,750	3,867 50
Interest charged to income	175,000 00	175,000	75,000	531,750	3,867 50
Interest paid	175,000 00	175,000	75,000	531,750	3,705 00
Interest not due	58,333 34	.....	.....	.....	1,625 00
Trustees under mortgages	Central Union Trust Co.	Guaranty Trust Co.	Knickerbocker Trust Co.	Central Union Trust Co.	.....

Capital Stock.— Preferred: Authorized by company's charter, 100,000 shares of $100 par value each; issued and outstanding 90,000 shares of par value of [12] $9,000,000. Common: Authorized by company's charter, 130,000 shares of $100 par value each; issued and outstanding 121,650 shares of a par value of [12] $12,165,000. No dividends were declared or paid during the year. All stock was issued directly for the plant and property, and securities of other companies.

Bills and Accounts Owing to Associated Companies.— Construction advances: Astoria Light, Heat & Power Co., amount owing at close of year, $5,171,166.70; interest accrued (at 7%), $361,981.67; interest paid during year, $357,672.37. Bills payable: Central Union Gas Co., amount owing at close of year, $800,000; interest accrued and paid during year, $56,000.

Temporary advances: Central Union Gas Co., amount owing at beginning of year, $2,200,000; advanced during year, $600,000; amount owing at close of year, $2,800,000; interest accrued and paid during year, $170,467.21; Consolidated Gas Co., amount advanced during year, $750,000; amount owing at close of year, $750,000; interest accrued during year but not paid, $2,958.90.

Current accounts payable: Consolidated Gas Co., $100,941.64; Astoria Light, Heat & Power Co., $30,349.61; Standard Gas Light Co., $4,175.76; New York Mutual Gas Light Co., $32.92; Northern Union Gas Co., $136.36; New York Edison Co., $226.55; N. Y. & Queens Electric Light & Power Co., $1,397.32; National Coal & Coke Co., $538.27.

Miscellaneous Accounts Payable.— Due on account of 20 cents repayments, $80,028.53; oil bills, $331,143.20; coal bills, $90,497.38; sundry miscellaneous accounts, $102,188.58; total, $603,857.63.

Other Unfunded Debt.— Water charges accrued, $4,512.91; par value of Liberty bonds borrowed, deposited with special master, $300,000; general suspense, items applicable to 1920 for which bills are not at hand, $10,198.08; total, $314,710.99.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Contingency [14]	$3,447,162 48	.....	.....	$3,447,162 48
Renewals and replacements — plant withdrawn from service [14]	291,523 85	$128,439 71	$47,427 51	372,536 05
Fire insurance participation	158,429 93	9,852 32	.....	168,282 25
Gas sales suspense account	.....	[15] 342,039 18	.....	[15] 342,039 18

[11] The cash actually realized on bonds is unknown. The stocks and bonds of this company were issued in exchange for the capital stock, securities, and properties of pre-existing corporations, including any cash on hand.

[12] [Improperly includes $1,087 bond scrip in hands of respondent's treasurer.]

[13] [$100 preferred stock scrip and $127.90 common stock scrip in hands of respondent's treasurer are improperly included in stocks outstanding.]

[14] See note 2 and *Depreciation*, page 866.

[15] Represents amount collected in excess of the statutory rate, not included in revenues, pending final action of the United States Supreme Court.

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New Amsterdam Gas Company

INCOME STATEMENT

Operating revenues — sales of gas:	M cu.ft. delivered	Rate or average price [16]	Net amount for year	Increase or (D) decrease
Lighting municipal buildings....	43,300.1	$0.75	$32,475 04	$3,211 80
Prepaid gas	558,743.2	.80	[17] 445,509 76	78,943 82
Commercial metered lighting [18].	3,679,280.4	.80	[17] 2,943,384 90	398,060 14
Total sales	4,281,323.7	———	$3,421,369 70	$480,215 76
Miscellaneous revenues: Commissions on others' gas, $174,469.86; rent of gas appliances, $173,835.99; gas merchandise and jobbing revenue, $50,332.74 [19]; joint gas rent revenue, $399,411.74; other miscellaneous gas revenue, $16,512.18			1,314,562 51	123,561 49
Total operating revenue.....			$4,735,932 21	603,777 25
Operating expenses:		Cents per M cu.ft. [20]		
Gas making labor.....		4.24	$309,636 15	$99,796 57
Boiler fuel		5.03	367,646 08	44,234 12
Generator fuel		15.84	1,157,184 87	413,481 59
Gas oil		30.30	2,214,044 61	498,764 84
Other supplies and expenses.....		1.43	104,695 47	27,454 05
Repairs at works.....		4.00	292,285 08	110,728 53
Total works expense.....		60 84	$4,445,482 26	$1,194,459 70
Less residuals produced — Cr.....		2.84	207,475 16	D 20,568 45
Net cost of gas in holder.....		58.00	$4,238,007 10	$1,215,028 15
Gas made for associated companies — Cr..		57.32	1,497,543 32	480,250 37
Total production expenses.....		64.01	$2,740,463 78	$734,777 78
Transmission and distribution.....		12.93	553,720 41	71,255 46
Commercial administration		6.25	267,654 11	50,670 21
Promotion of business.....		1.28	54,859 85	6,907 77
General expenses (excluding depreciation).		5.49	234,818 23	56,034 30
Total of foregoing.....		89.96	$3,851,516 38	$919,645 52
Renewals and replacements — plant withdrawn from service [21].....		3.00	128,439 71	17,937 42
Total (including amortization) [21].....		92.96	$3,979,956 09	$937,582 94
Uncollectible operating revenue.....		0.32	13,542 54	D 815 34
Tax accruals		11.06	[22] 474,167 63	6,968 00
Joint facility rents.....		0.79	34,042 11	2,644 63
Miscellaneous operating rents.....		0.03	1,200 00	.....
Total expenses, taxes, etc.....		105.13	$4,502,908 37	$946,380 23

[16] Gas rates do not take account of discounts or rebates allowed.

[17] Excludes $121.94 of abatements and $342,039.18 for gas billed at prices in excess of statutory 80¢ rate (see Gas sales suspense under Reserves).

[18] Includes 16 M cu. ft. at 80¢ ($12.80) for private street lamps.

[19] Receipts from sale of merchandise $215,749.40 *less* cost of materials sold, $159,349.54 and credit to expense account work on consumers' premises, $6,067.12.

[20] The ratios for net cost of gas in holder and preceding items are based on 7,306,791 M cu. ft. of gas made: those for total production expenses and following items on 4,281,323.7 M cu. ft. of gas sold.

[21] [The company makes no charge to the operating expense account "General amortization." Instead it has included in operating expenses an unauthorised account, "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 866.

[22] See note 1, Table XXXVII.

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New Amsterdam Gas Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Operating income	$233,023 84	D $342,602 98
Non-operating income: Rent from N. Y. Edison Co., for unimproved real estate, $89,890.69; interest on investments, $23,925.93; on bank balances, $6,969.78; *less*, $26,536, taxes	94,250 40	2,168 00
Gross corporate income	$327,274 24	D $340,434 98
Deductions from gross income: Interest on funded debt, $956,750; interest on taxes, $58,666.64; on matured funded debt, $3,867.50; on consumers' deposits, $13,070.10; on Liberty bonds borrowed, $73.97; on obligations to associated companies, $591,407.78; income tax on bond interest, $6,875.25; amortization of debt discount and expense, $654	1,631,365 24	144,162 58
Net corporate income ... *Loss*	$1,304,091 00	D $484,597 56

CORPORATE DEFICIT	Amount
Deficit, December 31, 1919	$5,186 381 44
Loss for year transferred from income account	1,304,091 00
Other debits: Cancellation of bills rendered Holbrook, Cabot and Rollins Corp. in 1917, $185.83; amounts deducted from franchise taxes of New Amsterdam Gas Co., 1900–1919 inclusive, representing 3% gross receipts tax of the East River Gas Co. of Long Island City, now found not credited by the City of New York, $332,391.09; share of attorneys and public accountants expenses, 1919, $11,143.50; allowance to Barrett Company on tar used as fuel during 1919, $7,344.11; inventory adjustments, storehouse at Long Island, 1917, $587.09 (Cr.), 1918, $5,956.17 (Cr.); 1919, $7,070.38 (Dr.); net, $527.12; total, other debits	351,591 65
Total	$6,842,064 09
Credits: Inventory adjustments, main stock, Long Island: 1917, $1,395.89 (Cr.); 1918, $15,565.07 (Cr.); 1919, $2,988.80 (Dr.); net, $13,972.16; refund by Lehigh Valley Coal Sales Corp. of Penn. State Tax (now declared unconstitutional) on coal delivered in 1915, $119.12; amount recovered from Government on account of error in 1917 report on tax on New Amsterdam bond interest, $150.50; inventory adjustments, storehouse, New York: 1917, $3,070.06 (Cr.); 1918, $1,505.31 (Cr); 1919, $892.34 (Dr.); net, $3,683.03; additional charges to apply on cost of production of gas, due to allowance to Barrett Co. on tar sold during 1919 and used as fuel: Central Union Gas Co., $2,077.38; Consolidated Gas Co., $369.94; Standard Gas Light Co., $140.33; Astoria Light, Heat & Power Co., $878.05; total, $3,465.70; to write off balance of 1916 franchise tax to 1915 basis, cancelled by City of New York, taxes, $18,347.96; interest, $4,067.73; total, $22,415.69; to write off taxes with accrued interest representing deductions of the 3% gross receipts tax of the E. R. Gas Co. of L. I. City shown cancelled on City's books, taxes, $205,243.49; accrued interest, $68,304.25; total, $273,547.74; total credits	317,353 94
Deficit, December 31, 1920	$6,524,710 15

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New Amsterdam Gas Company

Intercompany Purchases and Sales

			DISTRIBUTION	
as delivered to	M cu.ft.	Total compensation	Credited to expense	Credited revenue
Central Union Gas Co.....	1,897,420.7			
Labor and materials plus 10%.	.....	$1,215,295 86	$1,104,814 40	$110,[illegible]
Average per M cu. ft.....	.....	64 05	58 23	
Consolidated Gas Co.....	592,085.2			
Labor and materials plus 10%.	.....	356,164 81	323,786 19	32,[illegible]
Average per M cu. ft.....	.....	60 16	54 69	
Standard Gas Light Co.....	119,552.2			
Labor and materials plus 10%.	.....	73,275 70	66,614 26	6,[illegible]
Average per M cu. ft.....	.....	61 29	55 72	
New York Mutual Gas Light Co.	3,560.9			
Labor and materials plus 10%	.....	2,561 32	2,328 47	[illegible]
Average per M cu. ft.....	.....	71 93	65 39	
Astoria Light, Heat & Power Co.:				
Enriching gas[28].....	.....	271,870 57	247,155 08	24,[illegible]
Total	2,612,619.0	$1,919,168 26	$1,744,698 40	$174,[illegible]

Joint Facilities.— Rent deductions: For use of distributing system, Consoli[illegible] as Co., $27,826.11; Standard Gas Light Co., $6,216; total, $34,042.11.

Credits to revenue: For use of respondent's manufacturing plant cap[illegible] Central Union Gas Co., $233,830.14; Standard Gas Light Co., $2,674.33. For u[illegible] respondent's distributing system, Central Union Gas Co., $152,965.15; Astoria [illegible] Heat & Power Co., $506,193.95; Standard Gas Light Co., $1,748.17. Total cr[illegible] 899,411.74.

Sale of Residuals and By-products.— See Table XI.

Operating Expenses.— For details see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 1, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 13.75 cents per M. cu. ft. sold [less the cost of actual repairs]. The company's procedure, however, is in accordance neither with this rule nor with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item, "Renewals and replacements — plant withdrawn from service," charging thereto in 1920, 3 cents per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II — IV.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

Source and Disposition of Gas.— See Table XII.

Materials and Residuals.— See Tables IX and XI.

Accidents.— See Tables XXVII and XXVIII.

Employees and Wages.— See Tables XXX and XXXI.

[28] Gas enriched, 2,248,784,200 cu. ft.; oil used, $3,782,826 gallons; amount credited to water gas oil, $270,924.60; value of oil tar ($23,063.20) and drip oil ($708.32) produced from oil used, $23,769.52, charged to residuals produced; net credit to manufacturing expense, $247,155.08. Ten per cent. of the latter amount is credited to commissions on others' gas.

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New Amsterdam Gas Company

Officers.— President, George W. Doane; Vice-President, George H. Church; Secretary and Treasurer, M. M. Graham.

Directors.— J. C. Tomlinson, G. H. Church, W. A. Simonson, E. S. Marston, G. W. Doane, J. C. Brady, G. B. Cortelyou, Edgar Palmer, John A. Garver.

Main Business Office.— 130 E. 15th Street, New York City.

Report verified by Malcolm M. Graham, Treasurer, March 25, 1921.

ADDENDUM

EAST RIVER GAS COMPANY OF LONG ISLAND CITY[24]

Incorporated May 3, 1890. The company has the right to operate in the Boroughs of Manhattan and The Bronx and also in the first ward, Borough of Queens. [Stock control was acquired by the New Amsterdam Gas Co. on March 4, 1908.][25]

Balance Sheet.— "Included in report of New Amsterdam Gas Co"

Fixed Capital.— "Included in report of New Amsterdam Gas Co."

Income Account for Year.— "Included in report of New Amsterdam Gas Co."

Gas Plant and Equipment.— ["Included in report of New Amsterdam Gas Co."]

Officers.— Vice-President, George W. Doane; Secretary and Treasurer, M. M. Graham.

Directors.— George W. Doane, George H. Church, E. S. Marston, H. B. McLean, W. C. Morris, Edgar Palmer, N. F. Brady, George B. Cortelyou, J. A. Garver.

Main Business Office.— 20 Webster Avenue, Long Island City.

Report verified by M. M. Graham, Secretary and Treasurer, March 21, 1921

THE NEWTOWN GAS COMPANY

Incorporated April 6, 1891. The company supplies water gas to ward 2, Borough of Queens, City of New York, (the former town of Newtown). It has no manufacturing plant and purchases gas from the Brooklyn Union Gas Co.

Its entire capital stock is owned by The Brooklyn Union Gas Co.

Important Changes during the Year.— The construction of a new 10,000,000 cu. ft. gas holder was begun and will be completed during the year 1921. The rate paid to the Brooklyn Union Gas Co. for gas purchased was changed from 65¢ per M cu. ft to a price based on the manufacturing cost of the Brooklyn Union Gas Co. plus transmission pumping, plus 16¢ per M cu. ft., effective January 1, 1920. The rate charged to private consumers was changed from $1.00 to $1.10 per M. cu. ft., effective December 1, 1920, as authorized by U. S. District Court dated November 26, 1920. T. P. Payne elected Auditor, effective October 14, 1920. No additional powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920		Increase or (D) decrease
$46,849 09	Cash	$45,168 08	D	$1,681 01
1,963 14	Accounts receivable from City of N. Y.	2,787 72		824 58
48,044 35	Consumers' accounts receivable	66,222 12		18,177 77
10,644 68	Other accounts receivable	2,705 18	D	7,939 50
938 55	Interest and dividends receivable	938 55		.....
5,588 13	Other special deposits	5,590 00		1 87
2,056 86	Prepayments	7,320 10		5,263 24
30,665 91	Materials and supplies	28,977 93	D	1,687 98
165,000 00	U. S. Government Liberty bonds	165,000 00		.....
644,188 23	"Fixed Capital, December 31, 1908"	642,290 27	D	1,897 96
1,778,768 48	Fixed capital installed since 1908	1,961,033 46		182,264 98
2,422,956 71	Total book cost	*2,603,323 73*		*180,367 02*

[24] In regard to the relationship between this company and the New Amsterdam Gas Co., see the proceedings in case No. 1097.

[25] [From the company's 1915 report.]

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The Newtown Gas Company

BALANCE SHEET — *Concluded*

December 31, 1919	ASSETS SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$495,822 67	Accrued amortization of capital — Cr.[1]	*$513,838 65*	*$18,015 98*
1,927,134 04	Fixed capital	*2,089,485 08*	*162,351 04*
.....	Other suspense	1,897 50	1,897 50
$2,238,884 75	Total	$2,416,092 26	$177,207 51
	LIABILITIES SIDE		
$107,420 16	Taxes accrued	$145,863 16	$38,443 00
.....	Bills payable — due on time	50,000 00	50,000 00
90,592 66	Consumers' deposits	99,057 76	8,465 10
842,215 92	Accounts payable to associated companies	923,226 72	81,010 79
2,751 03	Miscellaneous accounts payable	16,700 51	13,949 49
21,921 43	Interest accrued on unfunded debt	33,558 33	11,636 90
2,535 93	Other unfunded debt — wages accrued	4,214 41	1,678 48
41,332 80	Casualties and insurance reserves	49,638 77	8,305 97
462,328 01	Commercial metered lighting and prepaid gas in suspense	465,511 22	3,183 21
60,000 00	Common stock	60,000 00	.....
607,786 81	Corporate surplus	568,321 38	D. 39,465 43
$2,238,884 75	Total	$2,416,092 26	$177,207 51

Contingent Liabilities.— Amount of bond in which respondent joins with the Brooklyn Union Gas Company in a penal sum equal to the amount of money, United States Liberty bonds and interest, withdrawn from the Bank of Long Island in accordance with Supreme Court order dated June 30, 1919 — interest at 6 per cent; bonds, $905,864.56; interest, $40,763.88.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— Credits during year on account of withdrawals and retirements: Mains, $1,185.98; services, $193.00; meters, $518.98; total, $1,897.96. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by outside holder stations	.....	.....	.....	$50,312 32
Other land	$320 00	.....	.....	430 00
General structures	.....	.....	.....	37,276 16
General equipment	1,737 21	.....	$337 50	10,848 90
Works and station structures	719 25	.....	.....	56,768 85
Holders	112,276 94	.....	.....	737,942 57
Furnaces, boilers and accessories	.....	.....	.....	8,506 45
Steam engines	.....	.....	.....	118 17

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of the cost of perishable property (see *Depreciation*, page 871); but it reports on the liabilities side of the balance sheet certain reserves ("Accrued amortization of capital and Contingencies") that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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The Newtown Gas Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Gas engines	.....	.....	.....	$32,324 82
Accessory equipment at works	.....	.....	.....	60,678 30
Trunk lines and mains	$31,838 57	.....	$49 32	631,927 87
Gas services	17,819 82	.....	508 00	116,378 14
Gas meters	12,792 48	.....	171 37	196,238 04
Gas tools and implements	.....	.....	.....	1,706 15
Engineering and superintendence	.....	.....	.....	696 25
Taxes during construction	4,544 97	.....	.....	11,308 44
Misc. construction expenditures	354 58	.....	.....	6,644 63
Interest during construction	927 40	.....	.....	927 40
Total	$133,331 17	.....	$1,066 19	$1,961,033 46

Equipment Retired during Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount of recoveries	Amount charged to accrued amortization of capital
Comtograph	1	$337 60	$50 00	.....	$287 50
Street mains	1,087	1,235 30	311 57	.....	923 73
Gas services	58	701 00	.....	.....	701 00
Gas meters	30	690 35	1 70	$610 71	77 94
Total	———	$2,964 15	$363 27	$610 71	$1,990 17

Special Deposits.— Deposited securities with State Industrial Commission, money cost and amount which carried on books, $4,810: deposited with bid for municipal street lighting, $30; with City of New York to cover cost of paving, $750; total, $5,590.00.

Prepayments.— Taxes, $653.50; insurance, $6,666.60; total, $7,320.10.

Materials and Supplies.— Gas ranges, $5,608.33; other materials, $23,369.60; total, $28,977.93.

Other Suspense.— Portion of accounts receivable from sundry consumers representing charges made in excess of the statutory rate as per order of U. S. District Court dated November 26, 1920, $1,897.50.

Capital Stock.— Authorized, issued and outstanding 600 shares common stock, par value, $60,000, cash value of property acquired, $60,000; dividends declared, none.

Accounts Owing to Associated Companies.— The Brooklyn Union Gas. Company advanced during year, $1,198,108.74, repaid during year, $1,117,062.59; interest accrued and paid during year, $48,970.04; balance at close of year, $923,226.71. The Jamaica Gas Light Company advanced during year, $304.80; repaid during year, $340.16; balance at close of year, none

Reserves

NAME OF RESERVE	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued amortization of capital[2]	$53,142 19	$20,006 15	$1,990 17	$71,158 17
Contingencies[3]	442,680 48	.....	.....	442,680 48
Casualties and insurance	41,332 80	10,000 00	1,694 03	49,638 77
Commercial metered lighting and prepaid gas in suspense	462,328 01	[3]3,183 21	.....	465,511 22

[2] See note 1 and *Depreciation*, page 871.

[3] Represents the difference between the price of gas sold to private consumers and through prepayment meters at $1.10 per M cu. ft. as authorized by order of U. S. District Court dated Nov. 26, 1920, and the statutory rate of $1.00 per M cu. ft.

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Net amount for year	Increase (D) decrease	Net
$3,024 91	[illegible]	[illegible] 91
4 17,550 23	[illegible]	[illegible] 23
1,312,049 99	310,[illegible]	[illegible] 99
1,332,625 13	$315,[illegible]	[illegible] 13
71,645 30	D 1,[illegible]	[illegible] 30 D
1,404,270 43	$313,[illegible]	[illegible] 43
$10,769 11	$6,[illegible]	[illegible] 11
17,156 20	1,[illegible]	[illegible] 20
$27,925 31	$7,[illegible]	[illegible] 31
1,077,779 45	313,[illegible]	[illegible] 45
1,105,704 76	$321,[illegible]	[illegible] 76
85,721 13	D 24,[illegible]	[illegible] 13 D
110 29		[illegible] 29
86,873 21	4,[illegible]	[illegible] 21
8,340 84		[illegible] 84 D
11,762 69	D	[illegible] 69
298,512 92	$300,[illegible]	[illegible] 92
20,006 15	3,[illegible]	[illegible] 15
318,519 07	$304,4[illegible]	[illegible] 07
2,035 26	[illegible]	[illegible] 26
69,085 61	1,4[illegible]	[illegible] 61
389,639 94	$306,3[illegible]	[illegible] 94
$14,630 49	$7,4[illegible]	[illegible] 49
8,476 46	3,8[illegible]	[illegible] 46
$23,106 95	$11,2[illegible]	[illegible] 95
62,371 54	D 8,[illegible]	[illegible] 54
$39,264 59	$19,[illegible]	[illegible] 59

statutory rate.

31,207.49, *less co*[illegible]

ements" *for u*[illegible]
ion Gas Co. *O*[illegible]
d $30,000 *to G*[illegible]

fixed capital.

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The Newtown Gas Company

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919		$607,786 81
Bad debts collected		179 25
Other additions to surplus: Amount charged to Miscellaneous General Expense during 1918 on account of proposed holder, and transferred to Fixed Capital in 1920, $182.09; sundry adjustments of accounts receivable, $82.40		264 49
Total credits		$608,230 55
Debit balance for year transferred from income	$39,264 59	
Expenses elsewhere unprovided for	15 00	
Bad debts written off	255 50	
Other deductions, to cancel accounts receivable in 1907	374 08	
Total debits		39,909 17
Surplus, December 31, 1920		$568,321 38

Intercompany Purchases and Sales.— Bought from the Brooklyn Union Gas Co., 1,451,417,752 M cu. ft. at 74.26¢, $1,077,779.45; point of delivery, gas mains of respondent; point of measurement, consumers' meters. Gas appliances: Bought from the Brooklyn Union Gas Co., $42,527.31.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducng these abstracts. Under date of April 15, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 13 cents per M cu. ft. sold (*less* the cost of actual repairs.) The company's precedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead, the bulk of the amount accumulated in the prescribed reserve is now held in an unauthorized "Contingencies" reserve and the company charges "General amortization" and concurrently credits Accrued amortization of capital with 1.5 per M cu. ft. of gas sold for the amortization of capital invested in plant withdrawn from service.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables III and IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See XXX and XXXI.

Principal Officers.— President E. R. Chapman; Vice-President, A. F. Staniford; Secretary, H. E. McGowan; Treasurer, H. Wellington; Assistant Treasurer and Auditor, T. P. Payne; General Counsel, Cullen and Dykman; Engineer, J. H. Jourdan; Purchasing Agent, G. W. Gatehouse.

Directors.— E. R. Chapman, M. D. Chapman, A. T. Staniford, J. H. Jourdan, H. E. McGowan.

Main Business Office.— 176 Remsen street, Brooklyn, N. Y.

Report verified by A. F. Stanford, Vice-President, March 25, 1921.

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NEW YORK AND QUEENS ELECTRIC LIGHT AND POWER COMPANY

Incorporated July 23, 1900. Stock control of the respondent is held by the Consolidated Gas Company of New York which acquired in 1913, 7,612 shares of the 12,500 shares of preferred stock and 9,659 shares of the 12,500 shares of common stock outstanding.

Important Changes during the Year.— Ten year Debenture Gold bonds amounting to $3,400,000 were issued December 31, 1920 for Construction expenditures, and were accepted by the Consolidated Gas Co. of New York at par for cash (Issued by authority of Public Service Commission, 1st District, December 21, 1920. Case No. 2461). Mortgage, amounting to $75,000, was assumed by respondent in purchase of property, at East River and Vernon Avenue, Long Island City, Lot 49, Block 477, Vol. 8, Ward 1. Mortgages amounting to $20,000 assumed by respondent in purchase of property known as 70-72 Radde Street, Long Island. No new powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE [1]	December 31, 1920	
$424,301 07	Cash	$1,277,616 19	
8,000 00	Bills receivable — Due on time	10,000 00	
185,948 03	Accounts receivable from City of New York (for electricity)	235,712 47	
244,913 51	Consumers' accounts receivable	278,146 13	
28,480 64	Current accounts receivable from associated co's	20,247 84	D
34,155 95	Other accounts receivable	63,008 11	
382 42	Interest and dividends receivable	830 59	
34,200 00	Liberty bonds for accounts of employees	.....	D
13,200 00	Special deposits with City of New York	13,400 00	
3,080 92	Prepayments	4,513 73	
341,879 18	Materials and supplies	690,306 97	
39,750 89	Investment securities	53,496 99	
4,808,433 98	"Fixed Capital, December 31, 1908"	4,773,753 20	D
5,870,119 35	Fixed capital since 1908	7,977,126 20	
10,678,553 33	Total book cost	*12,750,879 40*	
1,030,356 24	Accrued amortization of capital — Cr.	*1,127,032 55*	
9,648,197 09	Fixed capital — net	*11,623,846 85*	
51,934 54	Work in progress	.....	D
.....	Unamortized debt discount and expense	45,513 17	
25,472 05	Other suspense	25,715 52	
$11,083,896 29	Total	$14,342,354 56	
	LIABILITIES SIDE		
$83,464 54	Taxes accrued	$148,280 61	
137,125 10	Consumers' deposits	163,825 02	
275,028 46	Accounts payable to associated companies	250,954 84	D
77,203 86	Miscellaneous accounts payable	184,068 99	
53,333 33	Interest accrued on funded debt	55,171 44	
54,806 71	Interest accrued on unfunded debt	61,676 47	

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (See *Depreciation*, page 878); but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements, Contingency reserve) that contain accumulations made in former years through the prescribed accounts. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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New York and Queens Electric Light and Power Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$25,965 33	Other unfunded debt	$28,354 18	$2,388 85
24,291 45	Employees Liberty bond payments	.....	D 24,291 45
2,350,000 00	Mortgage bonds	5,750,000 00	3,400,000 00
175,000 00	Miscellaneous funded debt	270,000 00	95,000 00
3,400,000 00	Construction advances owing to asso'd co's	2,750,000 00	D 650,000 00
39,951 51	Optional reserves	48,703 69	8,752 18
1,250,000 00	Preferred stock	1,250,000 00	.....
1,250,000 00	Common stock	1,250,000 00	.....
1,887,726 00	Corporate surplus	2,131,319 32	243,593 32
$11,083,896 29	Total	$14,342,354 56	$3,258,458 27

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— Credits during year on account of withdrawals and retirements: Electric plant, $9,375; pole line and circuits, $24,717.14; transformers, $588.64; total, $34,680.78. (Balance in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by generating stations	$242,138 86	.....	.....	$255,265 36
Land occupied by outside substations	3,292 42	$23,500 05	.....	[2] 80,879 74
Other land	44,693 20	Cr. 23,500 05	.....	[3] 340,349 09
Other intangible elect. capital assessments	5,261 68	.....	.....	5,261 68
General structures	100,179 00	Cr. 154,796 81	$15,067 85	[2] 539,100 50
General equipment	67,489 44	.....	9,167 94	240,969 12
Power plant buildings	.....	.....	.....	1,000 00
Furnaces, boilers and accessories	.....	Cr. 72	1,564 12	[4] 10,842 68
Steam engines	.....	.....	.....	7,753 17
Accessory elect. power equipment	533 68	.....	.....	78,760 73
Misc. power plant equipment	.....	.....	.....	2,382 73
Substation buildings	66,283 91	154,796 81	.....	[2] 520,425 76
Substation equipment	76,364 78	.....	8,357 98	855,381 33
Poles and fixtures	56,651 11	.....	.....	447,505 43
Underground conduits	236,268 19	.....	.....	624,370 31
Transmission system	232,835 32	.....	.....	500,809 86
Distribution system:				
Overhead	170,292 24	.....	.....	622,671 12
Underground	43,922 21	.....	.....	157,983 88
Line transformers and devices	179,374 47	.....	1,635 64	708,591 10
Electric services	325,603 99	Cr. 3,303 01	220 00	[5] 937,206 70
Electric meters	111,502 03	.....	213 24	382,163 86
Electric meter installation	11,064 33	.....	.....	30,736 10
Municipal street lighting	16,659 11	Cr. 805 00	161 88	[5] 411,892 35

[2] Reflects re-classification correcting previous reports.
[3] Hamilton street building now used solely as a substation transfer.
[4] Cash, discounts received.
[5] Contributions for construction.

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New York and Queens Electric Light and Power Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Glower lamps	.....	.....	.....	$674 24
Electric tools and implements	$1,618 70	.....	$331 00	5,238 44
Electric laboratory equipment	5,413 78	.....	.....	13,629 02
Other tangible electric capital	2,257 98	.....	.....	30,645 23
Engineering and superintendence	20,040 40	.....	.....	20,040 40
Taxes during construction	.....	.....	.....	68 78
Interest during construction	.....	.....	.....	13,362 56
Miscellaneous construction expenditures	.....	.....	.....	3,070 53
Unfinished construction	128,094 40	.....	.....	128,094 40
Total	$2,147,835 23	Cr. $4,108 73	$36,719 65	$7,977,126 20

Land Acquired during the Year and Devoted to Electrical Operations.— Cost of purchasing property vol. 7, block 417, lots 7 and 8, ward 1, including purchasing price and cost of examining and insuring title, $35,220.75; purchase of 9 lots, vol. 3, block 164, lots 61–69 inclusive, ward 1, cost, including purchase price, survey of property recording fees, examining and insuring title, $8,885.30; purchase of 3 lots, vol. 8, block 477, lots 49–58–70, ward 1, cost, including purchase price, survey of property, recording fees, title and search fees, $241,521.62; sewer assessments on lots 2–115–119, vol. 30, block 2330, ward 2, $334.50; assessment for acquiring title to lot 1, ward 4, vol. 13, block 1020, $1.00; assessment for local improvements collected with 1920 tax, $2,411.31; easement on property located at Flushing bridge, $1,750; total, $290,124.48.

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged to renewals and replacement — plant withdrawn from service
General office equipment	15	$1,938 04	$1,082 98	$855 06
Automobiles, motorcycles, etc.	9	7,229 90	2,476 53	4,753 37
225 h.p. Terry turbine	1	1,564 12	50 00	1,514 12
Sub-station equipment	67	17,732 98	3,811 00	13,921 98
Transformers	60	2,386 16	489 00	1,897 16
Electric meters	11	180 24	135 07	45 17
Demand indicator	1	33 00	33 00	———
Underground dist. system	———	3,307 82	1,613 35	1,694 47
Tools — G. E. dynamotor	1	331 00	329 00	2 00
General structures	———	15,067 85	.....	22,817 85
Sundry poles, circuits and services	———	21,629 32	7,796 81	13,832 51
Total	———	$71,400 43	$17,816 74	$61,333 69

Miscellaneous Investments.— Held free: Fire insurance participation certificates, 3% acquired from 1915 to 1920; par value and amount at which carried on books, $38,346.99; income accrued and received during year, $1,150.41; U. S. Liberty bonds, 1st, 4¼% acquired, 1918, par value and amount at which carried on books, $7,300; income accrued during year, $310.20; U. S. Liberty bonds, 2nd, 4¼%, acquired 1918, par value and amount at which carried on books, $1,900; income accrued during year, $80.76; U. S. Liberty bond, 3rd, 4¼%, acquired 1919, par value and amount at which carried on books, $850; income accrued during year, $36.12; U. S. Liberty bonds, 4th, 4¼%, acquired 1919, par value and amount at which caried on books, $1,100; income accrued during year, $46.80; U. S. Liberty bonds, 5th, 4¾%, acquired

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New York and Queens Electric Light and Power Company

1920, par value and amount at which carried on books, $4,000; income accrued during year, $126.64; total, par value and amount at which carried on books, $53,496.99; income accrued during year, $1,750.93.

Accounts Receivable from Associated Companies.— Amount at close of year: New York & Queens Gas Co., $35.58; New Amsterdam Gas Co., $1,384.51; East River Gas Co., $1.60; Astoria Lt., H. & P. Co., $1,537.57; United Elect. Lt. & P. Co., $17,288.58; total, $20,247.84.

Prepayments.— Insurance, $2,988.73; rents, $1,000; dues Empire State Gas & Electric Association, $525; total, $4,513.73.

Materials and Supplies

Bituminous coal	$4,582 90	Copper wire and cables	$210,768 03
Anthracite coal	3,812 77	Iron guy and suspension wire	3,330 03
Incandescent lamps, carbon	767 41	Reels	17,998 50
Incandescent lamps, tungsten	30,940 95	Pole line hardware	3,335 67
Heaters, fans, etc.	3,097 05	Copper and lead	173,472 22
Poles	28,333 07	Auto stock	28,977 34
Crossarms	7,044 29	Miscellaneous	165,801 62
Pins	1,408 41		
Brackets	2,815 34	Total	$690,306 97
Insulators	3,821 37		

Suspense.— Uncompleted work to be billed, $9,934.56; work in connection with joint pole lines subject to contract pending with New York Telephone Co., $15,780.96; total, $25,715.52.

Unamortized debt discount and expense.— Respondent's proportionate share on loan of National City Co. to Consolidated Gas Co., $46,040.95; charged to income during year, $2,227.78; balance unamortized at close of year, $43,813.17. Expense of issuing, $3,400,000, 10 year, 7 per cent gold debenture bonds, $1,700. Full amount unamortized at close of year.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Preferred stock	Common stock	First consolidated mortgage bonds	Real estate mortgages	Debenture bonds
Nominal date of issue	——	——	Aug. 1, 1900	Various	Dec. 31, 1920
Date of maturity	——	——	Aug. 1, 1930	Various	Jan. 1, 1931
Interest, rate and dates	——	——	5%, F. & A.	6%	7% Jan. & J.
Denominations	1 share = $100	1 share = $100	$1,000	——	$3,400,000 00
Authorized by company	$1,250,000 00	$1,250,000 00	2,500,000 00	$345,000 00	3,400,000 00
By public authority	1,250,000 00	1,250,000 00	2,350,000 00	——	3,400,000 00
Only nominally issued, held free	.....	.....	150,000 00	——	.....
Actually issued prior to year	1,250,000 00	1,250,000 00	2,350,000 00	250,000 00	.....
Cash realized	(6)	(6)	(7)	(8)	.....
Property consideration	(6)	(6)	(7)	(8)	.....
Amount retired	.....	.....	.....	75,000 00	.....
Actually outstanding	1,250,000 00	1,250,000 00	2,350,000 00	270,000 00	3,400,000 00
Interest accrued and dividends declared	50,000 00	.....	117,500 00	12,314 17	.....
Interest charged to income	——	——	117,500 00	12,314 17	.....
Interest and dividends paid	50,000 00	.....	117,500 00	10,500 00	.....
Interest accrued and dividends not due	.....	.....	48,958 33	[9] 6,213 11	.....
Market price: highest, lowest	Inactive	Inactive	N. R.	——	N. R.
Trustee under mortgage	——	——	Central Union Trust Co.	Various	——

[6] $90,000 realized from stocks and certain bonds. Balance of stock issued for property. See note 7

[7] $361,000 of bonds sold for $338,130 cash: $1,968,000 bonds and all of stock issued for $90,000 cash and property; $78,000 bonds reacquired from trustees and sold for $76,732.50 cash; $21,000 bonds issued for property acquired after organization.

[8] Assumed in purchase of property, $75,000 paid February 1, 1919; balance due February 9, 1921.

[9] Whereof $23.94 is a liability of seller.

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New York and Queens Electric Light and Power Company

Bills and Accounts Owing to Associated Companies.— Demand notes at 7 per [illegible] due the Consolidated Gas Co., advances during year, $3,300,000.00; amount owi[illegible] close of year, $2,750,000; interest accrued during year, $281,219.15; interest paid [illegible] ing year, $279,976.70. Open accounts, amounts owing at close of year, N. Y. E[illegible] Co., $41,338.49; United Electric Light & Power Co., $209,616.35; total, $3,000,954.[illegible]

Miscellaneous Accounts Payable.—Advances by customers for services and [illegible] sions, $55,129.29; sundry purchases of merchandise, $128,939.70; total, $184,068.99.

Other Unfunded Debt.— Wages accrued, $16,208.77; water charges accrued, $[illegible] unvouchered expenses, over payments, etc., $9,957.21; accident settlement pa[illegible] monthly, $2,125.62; total, $28,354.18.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Cre[illegible] De[illegible]
Renewals and replacement — plant withdrawn from service [10]	$218,864 92	$158,010 00	$61,333 69	$[illegible]
Contingency [10]	811,491 82	.....	.....	
To cover anticipated deduction by City of New York for street lighting outages	2,742 24	([11])	([11])	
Insurance participation reserve	28,600 89	9,746 10	.....	
Unexpended balance of payment by insurance company covering fire loss at Astoria and held in reserve until repairs are made	8,608 38	([11])	([11])	8,620 34

INCOME STATEMENT

	Kw. hrs. delivered	Rate of average price (cents)	Net amount for year	(D) Increase or decrease
Operating revenue — sales of electric current:				
Municipal street lighting — incandescent	7,308,585	6.91	$504,771 43	$6,894 43
Lighting municipal buildings	295,769	8.65	25,589 95	2,755 95
Municipal heat and power	101,294	5.44	5,507 07	D 202 53
Commercial flat rate lighting	30,882	10.34	3,193 48	70 42
Commercial metered lighting	17,485 777	9.86	1,723,744 12	436,089 37
Commercial metered power	35,202,230	3.30	1,164,367 72	242,298 14
Railroad corporations	2,186,939	2.28	49,927 07	D 141 91
Total sales	62,611,476	5.55	[12] $3,477,100 84	$687,763 88
Miscellaneous revenues: Rent of electric meters, $314; rent of electric appliances, $6,837.28; electric merchandise and jobbing revenue, [13] $17,932.51; rents, $25,968.82; charging batteries, $1,513.70			52,566 31	D 2,353 13
Total operating revenue			$3,529,667 15	$685,410 70

Operating expenses:	Cents per kw.hr.[14]		
Power plant labor	.830	$26,316 52	D $2,237 22
Fuel for power	1.291	40,906 67	D 3,401 94

less cost of following items

[10] See note 1 and *Depreciation*, page 878.
[11] Details not given.
[12] After deducting $37,639.87, discounts and other abatements.
[13] Receipts from sale of merchandise and from jobbing, $171,386.17, materials sold, $153,453.66.
[14] The first five ratios based on 3,169,490 kw. hrs. generated, the fo[illegible] on 62,611,476 kw. hrs. sold.

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New York and Queens Electric Light and Power Company

INCOME STATEMENT — *Concluded*

	Cents per kw.hr.	Net amount for year	Increase or (D) decrease
Other supplies and expenses	.107	$3,411 39	D $142 74
Repairs	.757	23,986 49	3,199 08
Total (generating) station expenses	2.985	$94,621 07	D $2,582 82
Add electric energy received from associated companies at an average of	1.349	844,504 88	306,346 76
Total production expenses	1.500	$939,125 95	$303,763 94
Transmission	.219	137,433 15	39,883 93
Distribution	.757	473,723 23	145,291 04
Commercial utilization	.038	23,610 99	4,787 80
Municipal street lighting	.159	99,696 73	D 1,410 96
Commercial administration	.265	166,065 11	45,712 49
Promotion of business	.103	64,352 63	12,310 55
General expenses (excluding depreciation)	.657	411,659 92	107,726 42
Total of foregoing	3.698	$2,315,667 71	658,065 21
Renewals and replacements — plant withdrawn from service [15]	.250	156,528 69	21,678 78
Total (including amortization) [15]	3.948	$2,472,196 40	$679,743 99
Uncollectible bills	.017	10,467 73	3,501 19
Tax accruals	.300	188,000 59	D 25,228 70
Municipal rents and non-tax charges	.002	1,500 00	.....
Subway duct rents	([17])	150 88	D 20 21
Joint facility rents	.228	142,504 06	D 25,106 84
Miscellaneous rents	.004	2,313 08	D 8,076 39
Total of expenses, taxes, etc.	4.499	$2,817,132 74	$624,813 04
Net operating income		$712,534 41	$60,597 66
Non-operating income — interest		6,023 42	1,043 18
Gross corporate income		$718,557 83	$61,640 84
Deductions from gross income: Interest on funded debt, $129,314.17; on consumers deposits, $9,089.94; on unpaid taxes, City of New York, $892.10; on bills payable: Sage Foundation Homes Co., $16.53; National City Bank, $8,755.56; on obligations to associated companies, $281,219.15; discount on Consolidated Gas Company loan, $2,227.78; 2 per cent Federal income tax on 1st consolidated mortgage bonds, assumed and unpaid by respondent, $1,236; total		433,251 23	125,353 75
Net corporate income		$285,306 60	D $63,712 91

CORPORATE SURPLUS

	Amount
Surplus, December 31, 1919	$1,887,726 00
Balance for year transferred from income	285,306 60
Part of special franchise taxes, 1917-8-9, cancelled by City of New York	4,500 00
Interest accrual (special franchise taxes, 1917-8-9), cancelled by City of New York	463 75

[15] [The company makes no charge to the operating account General amortization. Instead, it has included in operating expenses an unauthorized account, "Renewals and replacements — plant withdrawn from service" for which a concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 878.]

[16] Less than .005.

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New York and Queens Electric Light and Power Company

CORPORATE SURPLUS — *Concluded*

justment secured from manufacturer on street lamps used in 1919.	
t damages recovered on cancellation of contract for purchase of roperty, 82-8th street, Long Island City	
Total	
vidends declared on preferred stock, 4% on $1,250,000	$50,000 00
rrecting entry made in 1919. Transformers destroyed y fire in L. I. R. R. yards were not capitalized and vere erroneously charged against reserve for retire- nents in that year	1,481 31
Total deductions	
rplus, December 31, 1920	

Municipal Street Lighting [17]

INCANDESCENTS	Number of lamps	Price per year
c.p. fire alarm signal	46	$27 50
watt multiple	5	44 93
c.p. G. F. overhead	15,428	23 93
c.p. G. F. overhead	181	Free
c.p. G. F. underground	564	26 40
c.p. G. F. underground	3	Free
c.p. G. F. overhead	88	53 90
c.p. G. F. overhead	1,513	82 50
c.p. G. F.. overhead	5	Free
c.p. G. F. underground	95	88 00
c.p. G. F. overhead	20	93 50
c.p. G. F. overhead	1	Free
c.p. G. F. underground	30	104 50
c.p. G. F. underground	3	Free
Total		

Intercompany Purchases and Sales

	Quantity (kw.hrs.)	Average price (cents)	Credits to revenue	Charged to expense
ld: Manhattan & Queens Traction Corp	2,180,250	2.26	$49,283 30	
Long Island R. R. Co	6,689	9.62	643 77	
New Amsterdam Gas Co	349,077	3.75	13,094 14	
United Electric Light & P. Co	440,930	3.92	17,288 58	
ught: United Electric Light & P. Co	79,689,481	1.26		
Total			$80,309 79	$1,004,297 52

oint Facilities and Arrangements.— New York Telephone Co., pole lines, $973.20; arged to operating expenses; United Electric Light & Power Company, generation electric energy, $142,504.06, charged to rents.

Operating Expenses.— For details, see Table XXXVI.

Depreciation.— For this Commission's requirements concerning the accounting for preciation, see note introducing these abstracts. Under date of December 1, 3, this company filed with the Commission a rule of depreciation which provides

[17] The five multiple lamps are burning on a 24-hour a night schedule of 3,950 hours per annum. schedule; all the others are

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New York and Queens Electric Light and Power Company

for a charge to "General amortization — Electric" of 0.75 cents per kw.hr. sold *plus* the cost of actual repairs. The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in operating expenses, without authority from the Commission, the item "Renewals and replacements — plant withdrawn from service" charging thereto in 1920, 0.25¢ per kw.hr. of electricity sold.

Taxes.— See Table XLIII.

Rent Charges.— Municipal rents and non-tax charges: Department of Bridges, permit to maintain pipe lines on Queensborough bridge 3½-inch transmission lines, 3,427 duct feet, rent accrued and paid, $500. New York & Queens County Railway Co., transmission lines, 4-inch tile ducts, 3,772 feet, rent accrued and paid, $150.88. Miscellaneous rents: Two district offices, $2,120; permit to maintain cable on Queensborough bridge, $1,000; miscellaneous rents, $193.08; total, $3,963.96, excluding rental of space for storage of poles, charged to other accounts, $1,069.92.

MISCELLANEOUS INFORMATION

Power Plant.— Located at Astoria, Long Island; capacity, 7,250 kws. (See Table XV.)

Underground Conduits.— Number of ducts per conduit, 1–25; trench feet, retired during year, 139; added during year, 47,795; at close of year, $287,680; duct feet retired during year, 274; added during year, 219,252; at close of year, 1,017,535; whereof unoccupied, 580,846; type, steel, iron pipe, tile, fibre, and concrete.

Circuits, Poles and Lines Transformers.— See Table XVI.

Services.— See Table XVII.

Meters.— See Table XVIII.

Source and Disposition of Electric Energy (kw.hrs.)— See Tables XXI, XXII, XXV and XXVI.

Load Data.— See Tables XX and XXIII.

Accidents.— See Tables XXVII and XXIX.

Employees and Wages.— See Table XXX and XXXI.

Officers.— President, Ray Palmer; Secretary and Treasurer, H. L. Snyder; Auditor, J. R. Malone; General Superintendent, H. C. Dean.

Directors.— Geo. F. Baker, Nicholas F. Brady, George B. Cortelyou, H. U. Fuller, John A. Garner, Donald G. Giddes, John W. Lieb, E. S. Marston, Thomas E. Murray, Edgar Palmer, C. G. M. Thomas, William Rockefeller, Frank A. Vanderlip.

Main Business Office.— 299 Bridge Plaza North, Long Island.

Report verified by Ray Palmer, President, March 14, 1921.

NEW YORK AND QUEENS GAS COMPANY

Incorporated July 12, 1904. Respondent supplies water-gas to the Third ward, Borough of Queens, including the former villages of Flushing, College Point, Whitestone and Bayside. It also has the right to operate in the former towns of Newtown and Jamaica. Stock control of the company was acquired in 1913 by the Consolidated Gas Co. of New York which is reported by the respondent to be the holder of record of 5,400 shares out of a total of 6,000 shares outstanding.[1]

Important changes during the Year.— Distribution system extended to Little Neck. For gas supplied on and after November 19, 1920, the price of $1.25 per M cu. ft., plus a monthly service charge of 75 cents was charged. Pursuant to the judgment entered by the United States District Court of New York on November 19, 1920, the amount collected in excess of $1.00 per M cu. ft. will be subject to the further direction of the court.

M. H. Spear, Secretary, was elected Vice-President on January 27, 1920 to succeed L. B. Gawtry, resigned. Wm. Raynor, Assistant Secretary was elected Secretary January 27, 1920.

No new powers or franchises were acquired.

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New York and Queens Gas Company

BALANCE SHEET[2]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$42,137 88	Cash	$39,871 52	D $2,266 36
504 55	Accounts receivable from City of New York.	434 64	D 69 91
16,529 17	Consumers' accounts receivable	34,116 38	17,587 21
13,839 38	Other accounts receivable — sundry debtor accounts	21,746 59	7,907 21
1,400 00	Other current assets — Liberty bonds for employees	.....	D 1,400 00
730 25	Prepayments	733 10	2 85
39,375 13	Materials and supplies	54,972 34	15,597 21
4,119 22	Investment securities	4,696 52	577 30
2,230 00	Real estate and other misc. investments	2,130 00	D 100 00
1,376,706 37	"Fixed capital, December 31, 1908"	1,372,048 84	D 4,657 53
676,198 41	Fixed capital installed since 1908	790,035 65	112,837 24
2,052,904 78	Total book cost	*2,162,084 49*	*109,179 71*
110,416 87	Accrued amortization of capital — Cr.[2]	*110,139 03*	*722 16*
1,943,487 91	Fixed capital — net	*2,051,945 46*	*108,457 55*
.....	Unamortized debt discount and expense	498 83	498 83
4,846 72	Other suspense	7,472 45	2,625 73
$2,069,200 21	Total	$2,218,617 83	$149,417 62
	LIABILITIES SIDE		
$1,749 10	Taxes accrued	$2,172 29	$423 19
490,000 00	Bills payable — due on demand	720,000 00	230,000 00
27,810 85	Consumers' deposits	28,964 29	1,153 44
11,209 53	Accounts payable to associated companies	18,078 68	6,869 15
57,737 02	Miscellaneous accounts payable	87,653 01	29,915 99
17,000 00	Interest accrued on funded debt	17,000 00	.....
8,450 24	Interest accrued on unfunded debt	11,447 41	2,997 17
744 50	Employees Liberty bond payments	.....	D 744 50
105 23	Other unfunded debt	4,153 09	4,047 86
816,000 00	Mortgage bonds	816,000 00	.....
.....	Gas sales suspense	16,332 25	16,332 25
1,919 22	Other optional reserves	2,396 52	477 30
600,000 00	Common stock	600,000 00	.....
36,474 52	Corporate deficit	105,579 71	D 142,054 23
$2,069,200 21	Total	$2,218,617 83	$149,417 62

Contingent Liabilities.—Amount collected from gas sales in excess of the statutory rate, not included in earnings pending final decision of the United States Supreme Court.

Valuation of Property for Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908."— Credits during year in account of withdrawals and retirements: Real estate and buildings, $905.12; street lamps, $2,054.16; arc lamps, $1,698.25; total, $4,657.63. (Balances in the several sub-accounts were shown in the 1917 abstracts.)

[1] The Consolidated Gas Company reports ownership of the remaining 600 shares through certificates not in its own name.

[2] [This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (see *Depreciation*, page 884); but it reports on the liabilities side of the balance sheet certain reserves ("Renewals and replacements — plant withdrawn from service," "Contingency") that contain accumulations made in former years through the prescribed accounts. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital representing the expired life or amortized portion of fixed capital outlay.]

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New York and Queens Gas Company

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land devoted to gas operations....	$9,035 19	.....	.....	$29,666 09
Intangible, assessments	406 51	.....	.....	406 51
Intangible, gas capital.....	1,957 51	.....	.....	4,049 67
General equipment	8,811 57	.....	$661 25	15,873 75
Works and station structures.....	4,755 80	.....	640 43	30,312 49
Holders	14 40	.....	.....	85,986 66
Furnaces, boilers and accessories..	2,361 97	.....	.....	20,804 89
Steam engines	.....	.....	.....	2,750 08
Miscellaneous power plant equipment	1,393 45	.....	.....	2,734 31
Water-gas sets and accessories....	.....	.....	183 83	13,096 20
Purification apparatus	4,053 69	.....	62 00	18,923 22
Accessory equipment at works....	17,952 74	.....	2,105 09	23,091 43
Trunk lines and mains.....	43,735 02	.....	3,497 75	330,813 08
Gas services	23,604 33	.....	44 21	77,922 03
Gas meters	11,813 21	.....	609 00	62,786 56
Gas-meter installation	7,886 36	.....	.....	23,929 58
Gas engines and appliances.....	3,657 19	Cr. $243 00	927 00	49,714 71
Gas tools and implements.....	.....	.....	.....	397 06
Gas laboratory equipment.....	.....	.....	.....	925 76
Engineering and superintendence..	2,121 85	.....	.....	15,096 27
Interest during construction.....	.....	.....	.....	1,555 29
Construction contributions — Cr.[3]..	20,799 99	.....	.....	20,799 99
Total	$122,810 80	Cr. $243 00	$8,730 56	$790,035 65

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Recoveries from other companies	Amount charged to accrued amortisation of capital
Gas ranges	30	$180 00	$22 43	.....	$157 57
Arc and street lamps...	.....	3,752 41	.....	.....	3,752 41
Appliances (lost)	76	747 00	.....	.....	747 00
Street mains	.....	3,497 75	1,265 88	.....	2,231 87
Engines, blowers, etc.[4]..	.....	2,201 33	.....	.....	2,201 33
Blower house	1	62 00	.....	.....	62 00
Automobile	1	661 25	125 00	.....	536 25
Gas services	5	44 21	.....	.....	44 21
8′ proportional meter....	1	1,172 35	.....	.....	1,172 35
Oil line	.....	640 43	.....	.....	640 43
Tar washer	1	808 00	.....	.....	808 00
Idler	1	124 74	.....	.....	124 74
P. P. meter boxes.....	.....	609 00	.....	.....	609 00
Boilers and accessories.	.....	Cr. 1,112 38	.....	.....	Cr. 1,112 38
Total	——	$13,388 09	$1,413 31	.....	$11,974 78

Miscellaneous Investments.— Held free: Fire insurance participation certificates, 3%, par value, $2,396.52; money cost and amount at which carried on the books, $2,396.52; income accrued during year, $71.90. C. and P. D. Scocco real estate mortgage, 6%, money cost and amount at which carried on the books, $100; income ac-

[3] Of this amount, $15,099.10 is applicable to services, $5,700.89 to mains.
[4] Includes water gas sets and accessories, $183.83.

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New York and Queens Gas Company

10.50; U. S. Liberty bonds, 3½%–4¾%, par value
oks, $2,300; income accrued during year, $232.77.
edged with New York City: New York City cor
0; money cost and amount at which carried on th
ing year, $85; total investment, $6,826.52; total i

epaid insurance, $66.45; gas oil pipe line, $666.65;
plies.— Bituminous coal, $7,130.24; generator fuel,
xide, $759.31; sundry, $3,255.95; cast iron pipes and
5.24; merchandise, $10,959.81; stationery, $1,922.48;

Securities

F STOCK AND FUNDED DEBT	Common stoc
sue	
ates	
	1 share = $100
any	$600,000
y	600,000
ed	
or to year	600,000
ation	600,000
g	600,000
d dividends declared	
income	
nds paid	
nds not due	
gage	Line

s owing to Associated Companies.— Consolidated Gas
) at 7%, and $25,000 at 8%); advanced during year,
1.28; interest paid, $6,233.89. Open accounts: Consolid
York and Queens Electric Light & Power Co., $48
$352.44; New York Edison, $4,926.38; Standard Gas Ligh
$4.20; total $18,078.68.

ounts Payable.— Advanced by customers for mains,
ble, $75,150.64; total, $87,653.11.

Debt.— Wages accrued, $1,037.33; water charges, accrue
payable, $3,000; total, $4,153.09.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	*Debits during year*
	$101,149 66		
ements — plant			
ervice[5]	8,267 21	$12,696 94	$11,974 78
rticipation re-			
	1,919 22	477 30	
	16,332 25		

epreciation, page 884.

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New York and Queens Gas Company

INCOME STATEMENT

	M'cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Operating revenue — Sale of gas:				
Lighting municipal buildings....	1,521.8	$0.75	$1,141 35	D $24 15
Prepaid gas	88,619.7	1.00	[6] 88,616 75	10,364 05
Commercial metered lighting....	333,090.2	1.00	[6] 332,619 21	77,422 58
Total	423,231.7	———	$422,377 31	$87,762 48
Miscellaneous revenues: Rent of gas appliances $14,142.15; gas merchandise and jobbing revenues, $17,947.51[7].....			32,089 66	9,784 74
Total operating revenue.....			$454,466 97	$97,547 22
Operating expenses:		Cents per M cu.ft.[8]		
Gas making labor.....		7.66	$36,424 93	$12,454 13
Boiler fuel		8.47	40,290 01	3,918 67
Generator fuel		18.19	86,529 91	31,468 51
Water-gas oil		31.64	150,531 32	43,339 16
Miscellaneous supplies and expenses.....		1.01	4,827 13	D 1,782 78
Repairs at works.....		6.61	31,423 14	3,477 60
Total of foregoing.....		73.58	$350,026 44	$92,875 29
Less residuals produced.....		3.27	15,536 62	D 437 69
Net cost of gas in holder.....		70.31	$334,489 82	$93,312 98
Production expenses		79.03		
Transmission and distribution.....		13.74	58,153 97	24,243 56
Commercial administration		6,54	27,668 47	8,057 35
Promotion of business.....		1.03	4,343 53	1,741 59
General expenses (excluding depreciation).		11.04	46,738 07	466 05
Total of foregoing		$111.38	$471,393 86	$127,821 53
General amortization [9].....		3.00	12,696 94	2,609 71
Total (including amortization)[9].....		$114 38	$484,090 80	$130,431 24
Uncollectible bills		0.30	1,274 29	D 74 73
Tax accruals		5.67	24,010 57	449 57
Miscellaneous operating rents		0.62	2,606 00	530 04
Total expenses, taxes, etc.....		$120,97	$511,981 66	$131,336 12
Operating income		*Loss*	$57,514 69	D $33,788 90
Non-operating income: Miscellaneous rent revenues, $101.85; interest on fire insurance participation certificates, $71.90; on New York City corporate stock bonds, $85; on real estate mortgage, $10.50; U. S. Liberty bonds, $232.77; on bank balances, $592.64; on consumer's final bills, $5.46; on main contracts, $81.10.....			1,181 22	488 90
Gross corporate income.....		*Loss*	$56,333 47	D $33,300 00

[6] Excludes $473.54 of abatements and $16,332.25 for gas filled at prices in excess of statutory $1.00 rate (See "Gas sales suspense" under *Reserves*).

[7] Receipts from sale of merchandise and from jobbing, $70,382.32, *less* cost of materials sold, $52,434.81.

[8] Manufacturing cost ratios on 475,729 M cu. ft., made, revenue, production expenses and following items on 423,231.7 M cu. ft., sold.

[9] [The company makes no charge to the operating expense account "General amortization." Instead it has included in operating expenses an unauthorized account "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 884.]

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New York and Queens Gas Company

INCOME STATEMENT — *Concluded*

	Net amount for year
ductions from gross income: Interest on funded debt, 40,800; on obligations to associated companies, $41,969.61; on real estate mortgage, $89.25; on consumer's deposits, 1,704.25; on unpaid taxes, $362.80; tax on bond coupons, 442	$85,367 91
t corporate income.....*Loss*	$141,701 38
CORPORATE SURPLUS	
rplus, December 31, 1919	
ditions to surplus: Sundry credits carried in suspense from 1916 to 919, $1,599.75; taxes erroneously charged in 1917 and 1919, $3,338.76; djustment of expenses charged twice in 1918, $64.69	5,003 20
	$41,477 72
bit balance transferred from income	$141,701 38
d debts written off	916 73
her deductions: charges carried in suspense from 1916 o 1919, $4,403.17; legal expenses charged to suspense in 918, $36.15	4,43
Total debits	
ficit, December 31, 1920	$105,579 71

Operating Expenses.— See Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for preciation, see note introducing these abstracts. Under date of January 26, 1909, s company filed with the Commission a rule of depreciation which provides a charge to "General amortization — gas" and concurrent credit to "Accrued ortization of capital" of 12 cents per M cu. ft. sold to cover "entire amortiza- n, including current repairs." The company's procedure, however, is not in ac- rdance either with this rule or with the requirements of the accounting order. stead it has included in operating expenses without authority from the Com- ssion the item "Renewals and replacements — plant withdrawn from service," rging thereto in 1920, 3¢ per M. cu. ft. of gas sold.

Taxes.— See Table XLIII.

Rent Charges.— Office building at 88 Main street, $1,600; miscellaneous rents pay- e, $1,006; total, $2,606.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II–IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, Moses Taylor; Vice-President, M. H. Spear; Secretary, Wm. nor; Treasurer, R. A. Carter; General Manager, M. H. Spear.
Directors.— Moses Taylor, Wm. Rockefeller, C. B. Cortelyou, R. A. Carter, W. R. icks, N. F. Brady, Donald G. Geddes.
Main Business Office.— 88 Main street, Flushing.
eport verified by M. H. Spear, March 14, 1921.

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NEW YORK AND RICHMOND GAS COMPANY

Incorporated July 13, 1901, as a consolidation of the New York & Richmond Gas Co., and the Richmond County Gas Light Co. The respondent is the only company supplying gas in the Borough of Richmond (1st, 2d, 3d and 4th wards).

Total number of votes cast at the last general meeting, February 7, 1921, was 11,866½. The ten largest stockholders and their share holdings as of the close of the year, December 31, 1920, were: G. B. Dawes, 1,800; A. B. Hatcher, 1,341; Dawes Bros., Inc., 1,125; Peoples Bank & Trust Co., 750; Claude Ashbrook, 750; Geo. F. Goodnow, 636; Chas. A. Ward, 520; Claude Meeker, 475; Geo. P. Bruin, 375; Jas. M. Cox, 375.

Important Changes during the Year.— No important changes, all additions to "Fixed Capital" being minor ones. No additional powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE[1]	December 31, 1920	Increase or (D) decrease
$59,156 67	Cash	$24,731 95	D $34,424 72
2,792 23	Accounts receivable from City of New York.	3,223 28	431 05
51,504 12	Consumers' accounts receivable	57,273 91	5,769 79
560 20	Other special deposits	595 20	35 00
1,881 55	Prepayments	1,189 21	D 692 34
69,665 54	Materials and supplies	77,014 66	7,349 12
5,000 00	U. S. Liberty bonds	.....	D 5,000 00
2,904,718 24	"Fixed Capital, December 31, 1908"	2,902,820 34	D 1,897 90
489,002 65	Fixed capital installed since 1908	521,668 48	32,665 83
3,393,720 89	Total book cost	*3,424,488 82*	*30,767 93*
119,176 78	Accrued amortization of capital — Cr.[1]	*119,913 75*	*736 97*
3,274,544 11	Fixed capital — net	*3,304,575 07*	*30,030 96*
64,123 37	Work in progress	81,195 49	17,072 12
467 05	Unamortized debt discount and expense	143 77	D 323 28
18,776 87	Other suspense	33,908 66	15,131 79
$3,548,471 71	Total	$3,583,851 20	$35,379 49
	LIABILITIES SIDE		
$75,633 05	Taxes accrued	$107,723 80	$32,090 75
25,000 00	Bills payable — due on time	.....	D 25,000 00
47,800 20	Consumers' deposits	65,150 20	17,350 00
51,944 12	Miscellaneous accounts payable	188,397 82	136,453 70
15 00	Dividends declared	.....	D 15 00
12,500 00	Interest accrued on funded debt	50,000 00	37,500 00
15,783 56	Interest accrued on unfunded debt	24,269 98	8,486 42
4,598 22	Other unfunded debt	3,542 66	D 1,055 56
1,500,000 00	Mortgage bonds	1,500,000 00	.....
6,800 00	Casualties and insurance reserves	6,800 00	.....
29,924 15	Other optional reserve	33,956 21	4,032 06
1,500,000 00	Common stock	1,500,000 00	.....
278,473 41	Corporate surplus	104,010 53	D 174,462 88
$3,548,471 71	Total	$3,583,851 20	$35,379 49

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for *Depreciation*, i. e., amortization of the cost of perishable property (See depreciation, page 889): but it reports on the liabilities side of the balance sheet certain optional reserves that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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New York and Richmond Gas Company

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital, December 31, 1908.— Credits during year on account of withdrawals and retirements: Harness, $43; meter attachments, $1,726.40; meters, $128.50.

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by gas works	.....	.....	.....	$1,371 04
General structures	$174 79	.....	.....	9,843 72
General equipment	9,425 30	.....	$4,336 39	24,538 36
Work and station structures	45 64	.....	.....	23,079 19
Holders	67 29	.....	.....	81,647 22
Furnaces, boilers and accessories	1,565 46	.....	.....	10,350 95
Steam engines	.....	.....	.....	282 97
Miscellaneous power plant equipment	.....	.....	.....	2,445 77
Benches and retorts	.....	.....	.....	2,229 27
Water-gas sets and accessories	522 93	.....	.....	28,741 76
Purification apparatus	.....	.....	.....	1,799 65
Accessory equipment at works	904 53	.....	.....	13,130 76
Trunk lines and mains	2,762 35	.....	.....	149,937 19
Gas services	10,252 01	.....	.....	69,889 29
Gas meters	10,393 42	.....	2,001 07	75,265 53
Gas-meter installation	2,703 29	.....	.....	22,805 04
Gas engines and appliances	.....	.....	.....	107 82
Gas tools and implements	.....	.....	.....	3,153 88
Gas laboratory equipment	186 28	.....	.....	729 39
Engineering and superintendence	.....	.....	.....	319 68
Total	$39,003 29	.....	$6,337 46	$521,668 43

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units	Cost of equipment	Amount of salvage	Amount charged to accrued amortization of capital	Amount charged to reserves established prior to 1909
Harness (set)	1	$43 00	$5 00	$37 38	$0 62
P. P. meter attachments	881	[2] 3,656 15	.....	3,429 65	226 50
Meters	32	[2] 199 82	.....	166 61	33 21
Vim cars	3	2,132 00	500 00	1,632 00	.....
Ford cars	5	2,104 39	1,000 00	1,104 39	.....
Remington typewriter	1	100 00	35 00	65 00	.....
Total	——	$8,235 36	$1,540 00	$6,435 03	$260 33

Special Deposits.— Insurance reserve, $545.20; City lighting bid bond, $50; total, $595.20.

Suspense.— Rate case expense, $32,786.99; miscellaneous accounts receivable, $1,121.67; total, $33,908.66.

Prepayments.— Prepaid insurance, $468.81; others, $720.40; total, $1,189.21.

Materials and Supplies.— Bituminous coal, $5,281.43; anthracite coal, $2,760.03; generator fuel, $4,731,25; gas oil, $7,649.71; iron oxide, $11,034.66; coal gas tar, $772.30; water gas tar, $2,822.55; merchandise, $41,962.73; total, $77,014.66.

[2] Estimated.

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New York and Richmond Gas Company

Unamortized Debt Discount and Expense.— On $1,500,000 (par value) first mortgage, 5% bonds, due 1921. Method of extinguishment: Equal charges for 11 5/12 years. Unamortized balance, December 31, 1919, $467.05; amount charged to income during year, $323.28; unamortized balance, December 31, 1920, $143.77.

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	First mortgage bonds
Nominal date of issue	———	May 1, 1901
Date of maturity	———	May 1, 1921
Interest, rate and date	———	5%, M. & N.
Denominations	$100 00	$1,000 00
Authorized by company	1,500,000 00	1,500,000 00
By public authority	1,500,000 00	N. R.
Actually issued, prior to year	1,500,000 00	1,500,000 00
Cash realized	100,000 00	466,900 00
Property consideration	1,400,000 00	1,029,400 00
Discount	.....	3,700 00
Actually outstanding	1,500,000 00	1,500,000 00
Interest accrued and dividends declared	.....	75,000 00
Interest charged to income	———	75,000 00
Interest and dividends paid	15 00	37,500 00
Interest and dividends not due	.....	12,500 00
Interest and dividends matured and unpaid	.....	37,500 00
Market price: Highest, lowest, last sale	N. R.	N. R.
Trustee under mortgage	———	Central Union Trust Co.

Other Unfunded Debt — Wages accrued, $981.64; over and short cash, $205.61; unclaimed deposits balance, $1,993.45; meter suspense, $361.96; total, $3,542.66.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Accrued amortization [3]	$119,176 78	$7,172 00	$6,435 03	$119,913 75
Insurance reserves	6,800 00	.....	.....	6,800 00
General reserve	23,510 46	.....	260 33	23,250 13
New main refunding	6,413 69	4,316 69	24 30	10,706 08

INCOME STATEMENT

Operating revenues; sales of gas:	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Lighting municipal buildings	2,273.0	$0.75	$1,703 56	D $145 55
Municipal heat and power	333.0	0.75	249 47	67 02
Prepaid gas	127,266.5	1.00	127,266 50	16 30
Commercial metered lighting	516,461.7	1.00	515,915 82	92,185 42
	646,334.2	———	$645,135 85	$92,123 19
Gas merchandise and jobbing revenue			26,060 08	341 87
			$671,195 43	$92,465 06

[3] See note 1 and *Depreciation*, page 889.

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New York and Richmond Gas Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[4]	Net amount for year	Increase or (D) decrease
Operating expenses:			
Gas making labor	9.17	$70,842 49	$24,191 28
Boiler fuel	6.70	51,763 46	13,673 11
Generator fuel	14.76	113,987 98	23,951 68
Gas oil	35.01	270,443 75	126,958 53
Miscellaneous supplies	2.60	20,085 68	4,118 26
Repairs at works	4.50	34,791 45	16,452 04
Total works expense	72.74	$561,919 81	$214,345 00
Less residuals produced	3.83	29,607 09	19,902 43
Net cost of gas in holder	68.91	$532,312 72	$194,442 57
Total production expenses	82.36		
Transmission and distribution	9.21	59,495 44	19,042 67
Commercial administration	5.03	32,526 55	5,275 63
Promotion of business	1.14	7,394 33	931 53
General expenses (including depreciation)	11.21	72,432 91	19,623 37
Total of foregoing	108.95	$704,161 95	$239,315 77
General amortization (reserved)[5]	1.11	7,172 00	D 18,189 79
Total (including amortization)	110.06	$711,333 95	$221,125 98
Uncollectible bills	0.30	1,960 91	D 1,024 60
Tax accruals	5.82	37,603 66	D 4,058 14
Total of expenses, taxes, etc.	116.18	$750,898 52	$216,043 24
Operating income ..... *Loss*		$79,703 09	D $123,578 18
Non-operating income: Miscellaneous rent revenues, $852; interest on U. S. Liberty bonds, $139.31; on bank balances, $666.51; less revenue deductions, $315.30		1,342 52	352 50
Gross corporate income ..... *Loss*		$78,360 57	D $123,225 68
Deductions from gross income: Interest on funded debt, $75,000; on consumers' deposits, $3,483.04; on notes payable, $790; on taxes, $6,281.08; amortization of debt discount and expense, $323.28; other compulsory deductions, $707.		86,584 40	3,346 73
Net corporate income ..... *Loss*		$164,944 97	D $126,572 41

CORPORATE SURPLUS

		Amount
Surplus, December 31, 1919		$278,473 41
Additions to surplus: Bad debts collected, $86.72; internal revenue tax accruals, 1918–1919, $3,994.50; gas meters charged to 1918, $500; credit balances on closed consolidated accounts receivable, $30.52; interest on bank balances, 1918–1919, $906 16; to correct real estate tax accruals, 1919, $3.82; unclaimed wages, $201.03		5,722 75
Total credits		$284,196 16
Balance for year transferred from income	$164,944 97	
Other deductions: Deferred inventory adjustment, $14,444.41; loss on sale of Liberty bonds, $750.25; donations to churches, $46	15,240 66	
Total debits		180,185 63
Surplus, December 31, 1920		$104,010 53

[4] Ratios are calculated on gas sold (646,334.2 M cu. ft.) with the exception of items of manufacturing cost, which are on gas made, 772,534.5 M cu. ft.

[5] Based on 10 cents per M cu. ft., sold and used, less repairs.

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New York and Richmond Gas Company

Sale of Residuals and By-Products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 8, 1915, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 10 cents per M cu. ft. of gas sold [less the cost of actual repairs]. The charge for 1920 is based on 649,879.3 M cu. ft. used and sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables I–IV.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

Source and Disposition of Gas.— See Table XII.

Materials and Residuals.— See Tables IX and XI.

Accidents.— See Tables XXVII and XXVIII.

Employees and Wages.— See Tables XXX and XXXI.

Officers.— President and General Manager, Wm. J. Welsh; First Vice-President, Joseph H. Maloy; Secretary, John Kohont; Assistant Secretary and General Counsel, F. H. Innes; Auditor, C. F. McWhorter & Co.; General Superintendent, F. F. Curley.

Directors.— B. G. Dawes, G. F. Goodnow, A. B. Hatcher, F. H. Innes, J. C. Muma, W. B. Walter, Wm. J. Welsh, E. Stewart Tarder, Claude Ashbrook, J. H. Maloy.

Main Business Office.— 691 Bay street, Stapleton, N. Y.

Report verified by John Kohont, Treasurer, March 15, 1921.

THE NEW YORK EDISON COMPANY

(LESSEE OF THE BRUSH ELECTRIC ILLUMINATING COMPANY)

Organized [May 21, 1901],[1] under the Transportation Corporations Law through a consolidation agreement (dated May 1, 1901) between the New York Gas & Electric Light, Heat & Power Company and the Edison Electric Illuminating Company of New York. It supplies electric light and power in the boroughs of Manhattan and The Bronx.

The company exercises sole direct control through stock ownership of the Consolidated Telegraph & Electric Subway Company, the Edison Light & Power Installation Company, and the Yonkers Electric Light & Power Company (see *Miscellaneous Investments*).

The Consolidated Gas Company of New York, upon the organization of the respondent, acquired the right to exercise the major part of the voting power in this company, and on December 31, 1920, was the holder of record of its 694,454 shares of stock outstanding.

Important Changes during Year.— Stock issued: Common, $3,500,000, November 22, 1920, to pay for construction advances made by Consolidated Gas Company of New York, February 19, 1915. Authorization by Public Service Commission September 14, 1920.

Real estate mortgages assumed: Property at 209 East 73d street, $8,000; at 38 Bowery and 8 Elizabeth street, $25,000; at 156 East 61st street, $15,000; at 122 East 13th street, $13,500; at 224 East 52d street, $7,500; at 226 East 52d street, $6,000; at 228 East 52d street, $1,000. These properties were acquired for new sub-station sites.

Securities acquired: Consolidated Telegraph & Electrical Subway Co. debenture bonds, at par, $760,000; U. S. Government 5th Liberty bonds, at par, $6,550; Grape Ola Products Corp. participation certificate, at par, $11; Yonkers Electric Light

[1] [From consolidation agreement on file.]

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The New York Edison Company

receivable, at par, $50,000; fire insurance participation certif-
1.78; and Long Acre Electric Light & Power Co. bonds, par
10,811.81.
ages satisfied: Property at 29 Hester street, $15,500; at 29
); at 27–29 West 16th street, $50,000; at 423 East 6th street,
th street, $9,000; at 31 Hester and 18 Norfolk streets, $25,000.
ered into with the Hudson & Manhattan Railroad Co., effective
nder which the operation of that company's steam generating
ty of 28,000 kws. in Jersey City, was taken over under lease,
e current for the railway operation to be supplied over high-
the Waterside station.
formerly Assistant Secretary, was elected Secretary on

rs or franchises were acquired.

BALANCE SHEET [2]

ASSETS SIDE	December 31, 1920	Increase or (D) decrease
.....	$2,996,769 07	$1,094,601 30
. Liberty bonds for account of loyees	.....	D 175
receivable — time	20,343 32	D
nts receivable from City of N. Y...	726,850 63	
mers' accounts receivable.....	3,162,012 22	
nt accounts receivable from assoc'd	458,839 88	D
accounts receivable.....	688,877 92	
est and dividends receivable [3].....	916,420 31	
al deposits for coupons.....	116,010 00	D
special deposits.....	43,351 43	D
yments	13,567 25	
rials and supplies.....	6,617,482 22	
s of associated companies [4].....	1,294,154 90	
nces to associated companies.....	19,968,742 25	
investment securities.....	5,265,783 91	
estate and other miscel. investments.	1,146,478 43	
ed Capital, December 31, 1908 ".....	98,593,949 29	
capital installed since 1908.....	50,827,108 55	
Total book cost.....	149,421,057 84	
ed amortization of capital — Cr.[3]....	27,273,519 51	
Fixed capital — net [3]	122,147,538 33	
orary advances to associated cos....	3,050,000 00	
ortized debt discount and expense —	9,933 20	
suspense [4]	194,408 60	
Total	$168,817,697 47	

longer observes the accounting procedure prescr
g provision for depreciation, i. e., amortization of
(See *Depreciation*, page 905); but it reports on t
sheet certain reserves ("Renewals and replacem
vice," "Contingency") that contain accumulatio
the prescribed accounts. As no segregation is
entire credit balances are necessarily deduct
roperty in the same manner as accumulations
rued amortization of capital, representing the
fixed capital outlay.

ncluded among investments, $137,347.79, which it
nent company, the Edison Electric Illuminatin
e of $29,354; the par value is here deducted fro
he balance, $107,993.79, is transferred to Suspense
by the total of $137,347.79. [In the 1917 report
is item from investments.]

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The New York Edison Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE	December 31, 1920	Increase or (D) decrease
$1,383,578 42	Taxes accrued	$2,233,878 13	$850,299 71
639,011 74	Matured funded debt unpaid	587,011 74	D 52,000 00
114,930 84	Employees' U. S. Liberty bond payments	.....	D 114,930 84
733,853 50	Consumers' deposits	833,601 14	99,747 64
27,462 84	Accounts payable to associated companies	294,027 23	266,564 39
710,585 82	Miscellaneous accounts payable	2,193,225 95	1,482,640 13
534,169 60	Interest accrued on funded debt	527,372 48	D 6,797 12
94,485 01	Interest accrued on unfunded debt	167,985 29	73,500 28
3,971 37	Rent accrued for lease of plant	3,971 37	.....
166,084 65	Other rents accrued	164,833 52	D 1,251 13
179,854 71	Other unfunded debt	310,543 96	130,689 25
38,076,000 00	Mortgage bonds	38,076,000 00	.....
46,000 00	Real-estate mortgages	53,500 00	7,500 00
3,500,000 00	Construction advances owing to ass'd cos.	12,000,000 00	8,500,000 00
163,693 75	Unamortized premiums on debt	158,032 75	D 5,661 00
143,488 76	Casualties and insurance reserves	143,488 76	.....
1,067,406 52	Other optional reserves	1,134,778 30	67,371 78
65,945,417 00	Common stock [4]	69,445,417 00	3,500,000 00
39,537,312 74	Corporate surplus	40,475,529 85	938,217 11
9,500 00	Special surplus [6]	9,500 00	.....
$153,061,807 27	Total	$168,817,697 47	$15,735,890 20

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND DEBIT BALANCES

"*Fixed Capital, December 31, 1908.*" — Credits during year on account of withdrawals and retirements: Property at May 1, 1901, $35,072.35; generating plant: buildings, $14,710.84; steam equipment, $17,438.26; electrical equipment, $51,111.29; transmission plants equipment, $38,930.74; coal storage plant, $300; automobiles, $8,102.93; meters, $8,613.18; arc lamps, $990; city lighting posts, $138.48; cables, feeders and mains, $21,599.39; service connections, $8,668.66; overhead conductors, $1,240.99; total, $206,917.11. (Balances in the several sub-accounts were shown in the 1917 abstracts.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Land occupied by generating stations	$17,777 70	.....	.....	$25,743 93
Land occupied by outside substations	606,920 45	.....	.....	893,031 27
Other land	1,004 08	.....	.....	867,367 65
Organization	[7] 1,761 75	.....	.....	12,341 45
Other intangible electric capital	[8] 45,568 93	.....	.....	46,768 93
General structures	100,694 13	Cr. [9] $456 69	.....	1,013,482 46
General equipment	149,932 81	.....	$28,887 99	1,077,603 94

[4] For this note, see preceding page.
[6] "Par value of reacquired capital stock."
[7] Represents state tax, $1,750 and state fees, $11.75 on $3,500,000 increase in capital stock.
[8] Represents local assessments.
[9] Represents transfer to expense on account of engineering costs on abandoned project.

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The New York Edison Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Power plant buildings	$106,148 06	.....	$4,960 23	$2,013,773 31
Furnaces, boilers and accessories	86,401 70	.....	6,208 06	2,485,853 90
Turbo-generators	362,486 83	.....	3,074 33	2,925,347 06
Electric generators	45,499 95	.....	.....	398,516 15
Accessory electric power equipment	339,423 26	.....	23,621 52	2,309,656 29
Miscellaneous power plant equipment	9,353 92	.....	385 91	71,571 61
Substation buildings	1,267,647 35	.....	2,900 00	3,074,428 43
Substation equipment	1,415,911 86	.....	221,267 60	7,531,278 48
Poles and fixtures	8,366 30	.....	470 16	268,952 61
Underground conduits	.....	.....	805 46	.....
Transmission system	226,361 62	.....	107,639 01	1,980,115 74
Distribution system	.....	.....	.....	.....
a. Overhead	41,717 35	.....	1,081 21	500,314 33
b. Edison tube	33,851 87	.....	1,404 33	1,124,189 70
c. Other underground	476,481 48	.....	21,716 18	5,313,216 11
Line transformers and devices	56,697 09	.....	76 80	260,966 52
Electric services	711,412 84	.....	19,945 83	5,349,636 58
Electric meters	598,396 84	.....	6,992 57	3,132,355 43
Municipal street lighting system	9,495 58	.....	848 20	1,023,589 29
Commercial arc lamps	.....	.....	.....	24,291 40
Electric motors and heaters	.....	.....	.....	1,547 15
Electric tools and implements	6,337 27	.....	.....	18,708 31
Electric laboratory equipment	5,418 42	.....	.....	23,309 93
Engineering and superintendence	17,802 35	.....	.....	260,490 07
Law expenditures during construction	.....	.....	.....	140 00
Miscellaneous construction expenditures	.....	.....	.....	44,132 96
Unfinished construction	5,015,227 55	.....	.....	6,723,296 18
Total	$11,764,099 34	Cr. $456 69	$452,285 39	$50,796,017 17

Fixed Capital Installed since December 31, 1908.— Other Departments — District steam heating — tangible cash cost, December 31, 1920, $31,091.38.

Betterments on Leasehold Properties.[10] — *"Fixed Capital, December 31, 1908."* — No change during the year; balance, December 31, 1920, $102,205.39[11]; consisting of: Property leased from the rector, church wardens and vestrymen of Trinity church, at 98 Vandam street, $31,327.18; at 92 Vandam street, $38,226.13; property leased from New Amsterdam Gas Co., at 41st and 42d streets and First avenue, $32,652.08.

Betterments on Leasehold Properties — Fixed Capital Installed since December 31, 1908

LESSOR AND PROPERTY IMPROVED	Balance at beginning of year	Installed during year	Retired during year	Balance at close of year
Rector, church wardens and vestrymen of Trinity church:				
98 Vandam street	$4,772 28	$58 99	.....	$4,831 27
92 Vandam street	10,157 63	.....	.....	10,157 63
Woodbury G. Langdon:				
124 W. 42d street	143,172 96	.....	.....	143,172 96

[10] Included in Fixed capital on balance sheet.
[11] None of this amount is recoverable from lessor.

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w York Edison Company

and Devoted to Electrical Operations

F INTEREST IN LAND	Date of acquisition
.....	May 10, 1920
.....	June 7, 1920
.....	June 21, 1920
.....	October 27, 1920
.....	December 23, 1920
.....	December 6, 1920
.....	December 1, 1920
.....	December 14, 1920
.....	.....
.....	.....
.....	

struction and Work in Progress

PROJECT	Expenditures during the year
ets:	
o-generators, structural, ork; installing compart- reactance control; in- nels, feeders and equip- on disconnecting switch er water heater system; n of intake tunnel; in- nd equipment for rail- fire lines, hydrants, etc., nd feed water tie lines urnishing Floryhoist with	$491,804 09
s: al handling and crushing arrington" forced draft e piping for blower en- ts and connections for compartments and equip- lding additions to trans- 2,800 Kva. transformers service; installing addi- and changing tie con-	96,215 20
structural and equipment . C. feeders; replacing and rotary cables; rein- uipment; installing con- er blower motors; erect- tary; erecting air ducts, tilation; installing gate tors.....	128,407 82
kw. rotary; installing	98,645 37

ccount; title was not closed in 1920.
to land acquired in 1920 and $27,455.

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Con. Tel. & Elec. Sub. Co., 2d mtg. bonds	1890—1892	1940—1942	6	J. & D.	1,386,000 00	May 1, 1901	(18)	(18)	83,160 00
Con. Tel. & Elec. Sub. Co., deb. bonds	1891—1898	1896—1903	6	J. & J.	1,290,000 00	May 1, 1901			77,400 00
Con. Tel. & Elec. Sub. Co., stock	1902—1907	——	—	——	1,550,500 00	May 1, 1901			.....
Yonkers Elec. Lt. & Pr. Co., 1st mtg. bonds	July, 1892	July, 1922	6	J. & J.	200,000 00	May 1, 1901			12,000 00
Yonkers Elec. Light & Power Co., stock	1899—1902	——	—	——	190,100 00	May 1, 1901			.....
Total	——	——	—	——	$6,135,600 00	——	(18)	(18)	$265,500 00
Other stocks of associated companies:									
Edison Light & Power Installation Co	[19] May 1, 1902	——	—	——	[20] $1,216,400 00	May 1, 1901	$1,216,400 00	$1,216,400 00	$60,820 00
Consolidated Tel. & Elec. Subway Co	1901—1909	——	—	——	149,500 00	1901—1909	77,734 90	77,734 90	.....
Yonkers Electric Light & Power Co.[21]	1903—1911	——	—	——	9,900 00	1903—1911	4,646 83	20 00	.....
Total	——	——	—	——	$1,375,800 00	——	$1,298,781 73	$1,294,154 90	$60,820 00
Other advances to associated companies:									
Con. Tel. & Elec. Sub. Co., deb. bonds	1905—1920	1905 & demand	6–7	J. & J.	$18,389,000 00	1905—1920	$18,389,000 00	$18,389,000 00	$1,093,352 01
Yonkers Elec. Lt. & Pr. Co., notes	1907—1920	Demand	6	J. & J.	1,235,700 00	1907—1919	1,235,700 00	1,235,700 00	86,499 00
Edison Lt. & Pr. Install. Co., advances	1901—1912	——	—	——	344,042 25	1901—1912	344,042 25	344,042 25	.....
Total	——	——	—	——	$19,968,742 25	——	$19,968,742 25	$19,968,742 25	$1,179,851 01
Other investment securities — free:									
Empire City Subway Co., bonds	July, 1892	July, 1942	6	J. & J.	$160,000 00	May 1, 1901	$160,000 00	$160,000 00	$9,600 00
Traders Securities Co., bonds[22]	July, 1908	July, 1911	5	J. & J.	11,000 00	July 31, 1908	11,000 00	500 00	.....
Illinois Central R. R. Co., bonds	Sept., 1897	Jan., 1953	3½	J. & J.	15,000 00	May 1, 1901	14,462 71	14,462 71	525 00
N. Y. Central R. R. Co., bonds	July, 1897	July, 1997	3½	J. & J.	20,000 00	May 1, 1901	20,983 61	20,983 61	700 00
Ogden Gas Co., bonds	Nov., 1897	May, 1945	5	M. & N.	40,000 00	May 1, 1901	37,377 77	37,377 77	2,000 00
Electrical Testing Laboratories, stock	1907—1914	——	—	——	38,370 00	1901—1914	38,400 00	38,400 00	3,837 00
Harper Bros., stock	July, 1906	——	—	——	1,440 90	May 1, 1901	2,718 68	1 00	.....
Cahill Music Patents, stock	July, 1908	——	—	——	6,100 00	June 30, 1906	6,097 76	1 00	

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Broadway Knitting Mills, inc., scrip	N. R.		—	—	—	10 63	June, 1915	10 63	10 63	.....
A. T. Bocington, stock	N. R.		—	—	—	81 95	Nov., 1915	81 95	1 00	.....
American Real Estate Corp., cert. of deposit	Oct. 4, 1920		—	—	—	9,537 04	Nov. 7, 1916	9,537 04	9,537 04	.....
Jandorf & Steiner, Inc., cert. of indebt.	Oct. 27, 1916		—	—	—	189 67	Dec. 16, 1916	189 67	189 67	.....
United States Produce Co., stocks	Dec. 15, 1910		—	—	—	22 08	Dec. 16, 1916	22 08	22 08	.....
Insurance participation certificates	1904–1920	—	3	Jan.	1,134,478 43	1904–1920	1,134,478 43	1,134,478 43	1,134,478 43	$34,034 36
Walter S. Logan, real estate mortgage	N. R.	N. R.	4½	J. & D.	12,000 00	Dec. 28, 1918	12,000 00	12,000 00	12,000 00	540 00
Grape Ola Products Corp., participating certificates	—	—	—	—	11 00	March, 1920	11 00	11 00	.....	.....
Long Acre Elec. Lt. & Pr. Co., bonds	Oct. 15, 1906	Oct. 15, 1956	4	A. & O.	500,000 00	April, 1920	710,811 81	(24)	.....	14,166 65
U. S. Liberty bonds, first loan	June 15, 1917	June 15, 1947	3½	J. & D.	750 00	Sept., 1918	750 00	750 00	750 00	26 25
U. S. Liberty bonds, first loan	May 9, 1918	June 15, 1947	4¼	J. & D.	14,950 00	Sept., 1918	14,950 00	14,950 00	14,950 00	635 38
U. S. Liberty bonds, second loan	Nov. 15, 1917	Nov. 15, 1942	4¼	M. & N.	31,650 00	Dec., 1918	31,650 00	31,650 00	31,650 00	1,345 13
U. S. Liberty bonds, third loan	May 9, 1918	Sept. 15, 1928	4¼	M. & S.	12,600 00	Sept. 30, 1919	12,600 00	12,600 00	12,600 00	535 50
U. S. Liberty bonds, third loan	May 9, 1918	Sept. 15, 1928	4¼	M. & S.	250,000 00	May 27, 1918	250,000 00	250,000 00	250,000 00	10,625 00
U. S. Liberty bonds, fourth loan	Oct. 24, 1918	Oct. 15, 1938	4¼	A. & O.	21,700 00	Dec. 31, 1919	21,700 00	21,700 00	21,700 00	1,114 37
U. S. Liberty bonds, fifth loan	May 20, 1919	May 20, 1923	4¾	J. & D.	6,550 00	May 16, 1919	6,550 00	6,550 00	6,550 00	324 08
Total	—	—	—	—	$2,295,107 22	—	$2,504,278 29	$1,766,179 94	$80,008 71	
Other investment securities — bound:										
U. S. Liberty bonds, first loan	June 15, 1917	June 15, 1947	3½	J. & D.	$30,000 00	Sept., 1918	$30,000 00	$30,000 00	$1,050 00	
U. S. Liberty bonds, first loan	May 9, 1918	June 15, 1947	4¼	J. & D.	20,000 00	Sept., 1918	20,000 00	20,000 00	850 00	
U. S. Liberty bonds, third loan	May 9, 1918	Sept. 15, 1928	4¼	M. & S.	2,955,000 00	May 27, 1918	2,955,000 00	2,955,000 00	125,587 50	
U. S. Liberty bonds, fourth loan	Oct. 24, 1918	Oct. 15, 1938	4¼	A. & O.	1,000,000 00	Nov. 21, 1918	1,000,000 00	1,000,000 00	42,500 00	
City of New York, bonds	N. R.	Nov., 1952	3½	M. & N.	500 00	July 27, 1909	456 25	456 25	17 50	
City of New York, bonds	N. R.	May, 1957	4½	M. & N.	25,000 00	Sept. 15, 1915	25,500 00	25,500 00	1,125 00	
City of New York, bonds	N. R.	1964	4¼	M. & S.	5,000 00	Jan. 31, 1916	5,075 00	5,075 00	212 50	
City of New York, bonds	N. R.	1966	4¼	A. & O.	1,000 00	Nov. 2, 1916	1,051 15	1,051 15	42 50	
Empire City Subway Co., bonds	July 7, 1892	July 1, 1942	6	J. & J.	359,000 00	May 1, 1901	359,000 00	359,000 00	21,540 00	
Empire City Subway Co., bonds[25]	May 20, 1890	June 1, 1940	6	J. & D.	125,000 00	May 1, 1901	125,000 00	125,000 00	7,500 00	
Empire City Subway Co., bonds[25]	May 20, 1890	June 1, 1940	6	J. & D.	125,000 00	May 1, 1901	125,000 00	125,000 00	7,500 00	
Total	—	—	—	—	$4,645,500 00	—	$4,646,082 40	$4,646,082 40	$207,925 00	
Grand total	—	—	—	—	$34,420,749 47	—	$28,417,884 67	$27,675,159 49	$1,794,104 72	

[17] For full details, see the Commission's report for 1908, volume III, pages 205–208. All investments are free, except as noted.
[18] No separate valuation is reported and the items are therefore not divided between stocks of associated companies and funded debt of associated companies.
[19] [" Date of certificates issued in name of respondent," subsequent to date of acquisition.]
[20] Of this amount, $1,000,000 is held by the Central Trust Company of New York.
[21] Respondent acquired 95 shares of stock on June 13, 1911, for $4,626.83, which amount was charged to surplus in accordance with order of the Commission.
[22] Bonds matured on July 1, 1911, and payment of principal and interest has not as yet been made.
[23] See note 17.
[24] Respondent acquired 500 bonds in April, 1920, for $710,811.81, which amount was charged to surplus.
[25] These bonds were issued by Consolidated Telegraph and Electrical Subway Co. and were assumed by Empire Subway Co. when latter company took over subways of the former company.

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The New York Edison Company

Bills and Accounts Receivable from Associated Companies.[26]— (1) Advances to associated companies: Yonkers Electric Light & Power Co.: Amount at beginning of year, $50,000; advanced during year, $250,000; transferred to Miscellaneous investments during year, $50,000; balance at close of year, $250,000; interest at 7% accrued during year, $765.03. Consolidated Telegraph & Electrical Subway Co.: Amount at beginning of year, $1,000,000; advanced during year, $2,800,000; reimbursed during year, $1,000,000; balance at close of year, $2,800,000; interest at 6 and 7% accrued during year, $74,917.99.

(2) Current amounts receivable from associated companies: Consolidated Telegraph & Electrical Subway Co., $117,383.92; Yonkers Electric Light & Power Co., $64,120.87; Edison Light & Power Installation Co., $4,227.46; Consolidated Gas Co., $5,453.64; United Electric Light & Power Co., $177,820.08; New Amsterdam Gas Co., $113.12; Westchester Lighting Co., $23,027.91; N. Y. & Queens Electric Light & Power Co., $37,508.40; Standard Gas Light Co., $61.60; Central Union Gas Co., $124.38; Astoria Light, Heat & Power Co., $793.85; Northern Union Gas Co., $120.45; N. Y. & Queens Gas Co., $41.98; Northern Westchester Lighting Co., $19,074.01; Peekskill Lighting & Railroad Co., $8,968.21; total, $458,839.88. No interest charged on open accounts.

Miscellaneous Accounts Receivable.— Empire City Subway Co., estimated allowance for repairs and maintenance of Edison subways, year 1920, $48,000; offsetting accounts payable items, $89,995.40; merchandise sold to employees, $489.13; damage and other claims, $13,351.99; rents, $3,288.57; merchandise sold and work done, $215,099.66; work in progress for others, $270,184.24; miscellaneous, $48,463.93; total, $688,877.92.

Special Deposits.— Coupon, $116,010; with City of New York, $43,351.43; total, $159,361.43.

Prepayments.— Insurance, $11,674.39; rents, $637.52; subway rent, $1,200.84; miscellaneous, $54.50; total, $13,567.25.

Materials and Supplies

Bituminous coal	$1,965,761 50	Copper, tin, lead, iron and steel	$160,021 10
Bituminous coal in transit	616,432 77	Pipe stock and fittings	42,212 16
Anthracite coal	96,228 51	Underground tubing and material	190,342 10
Fuel oil	15,356 61	Station operating and department supplies	255,195 13
Battery plates, armatures, etc.	64,166 14	Automobile parts and supplies	64,214 81
Reels	73,305 69	Spare parts and apparatus for station construction	595,350 79
Arc globes	4,352 44	Condenser tubes	53,184 43
Incandescent lamps, carbon	3,931 31	Cement, lumber and miscellaneous	54,576 07
Incandescent lamps, tungsten	259,017 16	Arc light posts and tubes	12,621 10
Incandescent lamps, gem	1,664 49		
Carbons	188 15		
Poles, fixtures, etc.	74,234 15		
Stationery	52,588 73		
Stamped envelopes	9,355 94		
Copper wire and cables	1,953,180 94	Total	$6,617,483 22

Other Suspense.— Cash advanced to employees, $6,766; railroad feeder agreement with Third Avenue Railway Co.,[27] $79,304.81; stock of Edison Electric Illuminating Co. of New York,[28] $107,993.79; coal storage plant, $344; total, $194,408.60.

[26] There was also included under Interest and dividends receivable the following from associated companies: Yonkers Electric Light & Power Co., $6,000; Consolidated Telegraph & Electrical Subway Co., $768,163.32; Edison Light & Power Installation Co., $58,151.39; total, $832,314.71.

[27] [Represents balance of respondent's share of amount expended by it for changing and remodeling the old high tension cables of the Third Avenue Railway Co., in accordance with the terms of the agreement between that company and the respondent — 1915 report.]

[28] See footnote 4 to *Balance Sheet*.

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The New York Edison Company

Unamortized Debt Discount and Expense.— Internal revenue stamps affixed to notes of respondent sold to National City Co., $1,300; charged to income, $769.35; balance unamortized at close of year, $530.65. There was also charged to income during the year, $10,463.85, being the proportion of respondent's share on loan of National City Co. to the Consolidated Co. applicable to year 1920. The corresponding credit was made to this account, leaving a net credit balance of $9,933.20 which will be adjusted in 1921.

Credit appears in this account because the charge for the discount sustained was not made on account of non-receipt of bill in 1920.

DETAILS OF LIABILITIES AND CREDIT BALANCES

Funded Debt

PARTICULARS OF FUNDED DEBT	THE NEW YORK GAS AND ELEC. LIGHT, HEAT AND POWER CO. First mortgage bonds	THE NEW YORK GAS AND ELEC. LIGHT, HEAT AND POWER CO. Purchase money bonds	The Edison Elec. Illum. Co. of N. Y. first cons. mortgage bonds	Real estate mortgages [30]
Nominal date of issue	Dec., 1898	Feb., 1899	May, 1895	N. R.
Date of maturity	Dec., 1948	Feb., 1949	July, 1995	1922 and 1923
Interest, rate and dates	5%, J. & D.	4%, F. & A.	5%, J. & J.	5% and 5½%
Denominations	$1,000	$1,000	$1,000	——
Authorized by company	$15,000,000	$20,929,883 80	$2,188,000	$53,500 00
By public authority	15,000,000	20,929,883 80	2,188,000	53,500 00
Actually issued, prior to year	15,000,000	20,929,883 80	2,188,000	.....
Cash realized	[31] 3,746,750	.....	.....	.....
Property consideration	([31])	([31])	([31])	.....
Reacquired and held free	.....	41,883 80	.....	.....
Actually outstanding	15,000,000	20,888,000 00	2,188,000	53,500 00
Interest accrued	750,000	835,520 00	109,400	1,688 62
Interest charged to income	750,000	835,520 00	109,400	1,688 62
Interest paid	751,075	838,720 00	111,975	959 46
Interest not due	62,500	348,133 32	.....	729 16
Interest matured and unpaid	48,350	12,160 00	55,500	.....
Market price: highest, lowest and last sale	85½, 74¾, 77¼	71¾ 58½, 63¾	89, 85, 85½	——
Trustees under mortgages	Guar. Trust Co.	Central Trust Co.	Guar. Trust Co.	——

Matured Real Estate Mortgages.— Held by associated companies: New Amsterdam Gas Co., 39 40th street, First avenue to East River, $357,011.74. Held by other than associated companies: 174 W. 64th street, $8,500; 33–43 Gold street, $150,000; 259–261 W. 123d street, $19,000; 177th street and Monterey avenue, $30,000; 209 E. 73d street, $8,000; 224 E. 52d street, $7,500; 226 E. 52d street, $6,000; 226 E. 52d street, $1,000; total, $587,011.74, on which the amount of interest accrued during the year was $29,109.13. Interest accrued on $120,500 of real estate mortgages satisfied during the year was $3,908.58.

Capital Stock.— Common (par value of shares $100 each) authorized by company, [32] $69,849,400; (by consolidation agreement, $45,200,000; by board of directors, $24,649,400); authorized by public authority, $69,454,900; issued [33] $69,454,900; cash realized, $24,402,400; other property consideration, $45,052,500; reacquired and held alive, $9,500;

[30] Mortgage on property, 122 East 13th street, $13,500; 156 East 61st street, $15,000; 38 Bowery and 8 Elizabeth street, $25,000.

[31] Company sold $3,500,000 par value of first mortgage bonds for $3,746,750 cash; the balance of the first mortgage, purchase money and consolidated mortgage bonds were assumed by the respondent at date of organization, May 1, 1901.

[32] Includes $148,355 reserved for conversion of $29,671 of stock of the Edison Electric Illuminating Co. of New York, of which the respondent has acquired $29,654.

[33] [Nominal dates of issue: May 1, 1901, $45,051,000; June 10, 1910, $4,312,000; December 16, 1910, $790,400; May 11, 1914, $15,800,000; March 23, 1917, $1,500; November 22, 1920, $3,500,000.]

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The New York Edison Company

nt actually outstanding at close of year, [24] $69,445,417; dividends declared and during the year, at 7%, $4,677,428.

s and Accounts Owing to Associated Companies.— Demand loans: Consolidated Co. of N. Y., [25] $3,500,000; interest accrued during year, $173,178.09; loan entirely lled by payment of $3,500,000 principal and $191,013.71 interest. Open accounts hich interest is paid: Consolidated Gas Co. of N. Y., [25] $500,000; interest paid ed during year, $13,904.10; principal paid during year, $500,000; interest paid g year, $11,986.29; amount owing at close of year, $1,917.81, representing unpaid est; Consolidated Gas Co. of N. Y., [25] $12,000,000; interest accrued during year, 2.47; amount owing at close of year, $12,047,342.47. Open accounts on which nterest is paid: Consolidated Gas Co. of N. Y., $46,178.19; New Amsterdam Co., $4,140.08; Yonkers Electric Light & Power Co., $3,138.21; United Electric & Power Co., $240,570.75; total of open accounts at close of year, including est, [26] $12,343,287.51.

ccellaneous Accounts Payable.— Unclaimed wages, $6,256.94; advances by customor services, $9,514.73; unclaimed dividends, $586.26; unlocated debtors and tors, $7,984.34; rent guarantee deposits, $415; sundry creditors' audited vouchers, ,891.55; miscellaneous, $32,577.13; total, $2,193,225.95.

er Unfunded Debt (Including Rents Accrued).—Wages accrued, $217,600.[illegible]; r accrued, $5,135.41; rents accrued, $625; Federal income tax deductions, $[illegible]; miscellaneous expense accrued, $63,689.08; total, $310,543.96.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year
ingency [27]	$23,805,570 40	.....	.....
ewals and replacements— nt withdrawn from serv- [27]	2,193,343 67	$1,754,250 88	[28] $479
nortized premium on debt	163,693 75	.....	5
rance	148,488 76	.....	.....
rance participation	1,067,106 65	67,371 78	.....

spense Credit Balance.— Difference between par value, $4,109.8[illegible] $3,809.93 of reacquired New York Gas & Electric Light, [illegible] hase money bonds and scrip, $299.87.

INCOME STATEMENT

	Kw.hrs. delivered	Rate or average price (cents)	Net an for y
ating revenues — sales of lectric current — municipal:			
eet lighting, incan. (L. T.)..	18,763,657	5.96	$1,119,[illegible]
g. mun. bldgs: retail (L. T.).	2,988,790	5.80	173,[illegible]
g. mun. bldgs: w'sale (L. T.)	5,603,927	3.34	187,[illegible]

Includes stock outstanding of the Edison Electric Illumin. , of the par value of $17. Outstanding stock of this unde par value of $29,654 was acquired by respondent pursuant ation from stockholders who did not convert their shares under ement of May 1, 1901. The consolidation agreement provide tock of the New York Edison Co. were exchangeable for on Electric Illuminating Co. and there was also payable on r company a proportion of the surplus of that company at share.— From 1917 P. S. C. Report.]

Construction advances.

n addition the New Amsterdam Gas Co. held matured real e 011.74, with interest accrued thereon amounting to $1,487.55.

See *Depreciation*, page 905.

Includes $110,764.22 representing expenditures made for dismant pment.

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The New York Edison Company

INCOME STATEMENT — *Continued*

Operating revenues — sales of electric current — municipal — *Concluded:*	Kw.hrs. delivered	Rate or average price (cents)	Net amount for year	Increase or (D) decrease
Heat and power (L. T.)	334,655	6.00	$20,080 41	$536 51
High pressure fire service (H. T.)	1,021,100	5.19	52,987 80	5,906 49
Total municipal sales	[39] 28,712,129	5.41	$1,552,745 38	$51,423 42
N. Y. State lighting and power (L. T.)	54,582	6.00	$3,274 92	$3,274 92
U. S. Government lighting and power (L. T.)	5,496,240	3.06	$168,444 04	D $5,768 34
Commercial (L. T.):				
General rate	347,735,529	6.43	$22,344,867 70	$3,531,437 84
Storage battery and refrigeration	8,615,793	3.78	325,496 26	44,388 81
Wholesale	181,204,936	3.71	6,715,281 56	892,848 13
Electrical show	7,836	6.99	548 00	376 94
Breakdown service	13,942,347	4.71	657,343 11	98,939 10
Interior fire alarm	.....	.....	22,330 13	1,314 58
Total, general consumers	551,506,441	5.45	$30,065,866 76	$4,569,305 40
Railroad corporations (H. T.):				
Third Avenue Ry. Co.	93,744,230	1.05	$979,921 80	$236,391 93
Hudson & Manhattan R. R. Co.	7,228,620	1.49	107,448 55	107,448 55
Brooklyn Rapid Transit Co.	86,900	1.63	1,420 35	1,304 42
Interborough Rapid Transit Co.	52,000	1.00	520 00	D 3,070 00
Total, railroad corporations	101,111,750	1.08	$1,089,310 70	$342,074 90
Electrical corporations:				
N. Y. & Queens El. Lt. & Pr. Co. (H. T.)	.....	.....	.....	D $6,752 97
United El. Lt. & Pr. Co. (L. T.)	7,622,172	4.37	$333,444 46	D 31,797 64
Yonkers El. Lt. & Pr. Co. (H. T.)	26,842	3.00	805 25	75 29
Yonkers El. Lt. & Pr. Co. (H. T.)	15,978,800	1.50	239,682 00	39,236 50
Total, electrical corporations	23,627,814	2.43	$573,931 71	$811 18
Miscellaneous (H. T.)	19,327,697	1.52	$292,995 91	$39,945 43
Total high-tension	137,466,189	1.22	$1,675,781 66	$420,535 64
Total low-tension	592,372,464	5.41	32,070,787 76	4,580,531 27
Total sales of current	[39] 729,838,653	4.62	$33,746,569 42	$5,001,066 91
Miscellaneous operating revenues: Electric merchandise and jobbing revenue, [40] $29,840.64; joint electric rent revenue, $1,003.28; miscellaneous, $29,435.75			60,279 67	12,509 45
Total operating revenue			$33,806,849 09	$5,013,576 36

[39] Current supplied free to the municipality under franchise requirements, 67,986 kw. hrs. for street lighting and 7,290 kw. hrs. for other purposes, is excluded.

[40] Receipts from sale of merchandise and from jobbing, $1,393,637.59; cost of materials sold, $1,363,796.95.

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The New York Edison Company

INCOME STATEMENT — *Continued*

	Cents per kw. hour [41]	Net amount for year	In (D)
ting expenses:			
er plant labor	0.149	$1,299,443 58	
for power	0.886	7,718,577 80	
r supplies and expenses	0.027	232,713 79	
airs	0.139	1,215,117 36	
Total (generating) station expenses	1.201	$10,465,852 53	
: current made for United at	1.154	339,954 92	D
: current bought at average of	[43] 1.107	1,060,833 00	
Total production expenses	1.533	$11,186,730 61	
smission (and electric storage)	0.156	1,137,304 72	
ribution	0.341	2,487,743 47	
mercial utilization	0.066	481,636 49	
icipal street lighting	0.050	367,062 73	
mercial administration	0.163	1,190,426 03	
notion of business	0.144	1,051,499 11	
eral expenses (excluding depreciation)	0.389	2,837,299 47	
Total of foregoing	2.842	$20,739,702 63	
ewals and replacements — plant with-wn from service (reserved)	[44] 0.240	1,754,250 88	
Total (including amortization)	[44] 3.082	$22,493,953 51	
lectible bills	0.009	65,346 52	
ccruals	0.377	2,753,506 31	D
ipal rents and non-tax charges	0.001	9,729 27	
ay duct rents	0.239	1,746,111 31	
facility rents	0.017	125,261 10	
llaneous operating rents	0.013	91,391 06	D
Total of foregoing deductions	3.738	$27,285,299 08	
perating income		$6,531,550 01	D

perating income:

ellaneous rent revenue: 80th street and East End enue leased to the Electrical Testing Laboratories, 999.92; 97th street and First avenue, leased to the nsolidated Tel. & Elec. Subway Co., $1,249.92; 120-122 dar street, leased to Downtown Day Nursery, 066.68; 125 W. 52d street, leased to Solon L. Frank, 691.69; 38 Bowery, leased to Max Avidowitz, $1,462.50; her rents, $37,153.02 ..... $47,623 73

tios for total station expenses and preceding items based on net ou
ating stations. 871,704,663 kw. hrs., those for total production exp
ing items on current sold, 729,838,653 kw. hrs.
rrent purchased from United Electric Light & Power Co.: High
375 kw. hrs. at an average price of 1.21¢ per kw. hr., $1,157,386.24, p
price adjustment), $1,158,057.89, of which $124,338.18 is charged to Joi
low tension, 26,028 kw. hrs. at an average price of 3.29¢ per kw.
ich $705.37 is charged to operating expenses for 23,813 kw. hrs. used
own operations: from Third Avenue Ry. Co., low tension, 2,320
erage price of 1.85¢ per kw. hr., $42.96; from Interborough Rapid
ension, 393,900 kw. hrs., at an average price of 2.00¢ per kw. hr
(1919 price adjustment), $26,918; from Brooklyn Rapid Tra
v. hrs., $.30 (1919 adjustment); total kw. hrs. purchased, 95,8
ge cost of 1.11¢ per kw. hr., $1,061,538.37.
e company makes no charge to the operating expense accou
ization." Instead it has substituted the unauthorized account "
ements — plant withdrawn from service" for which concurre
to a reserve account of the same name. See *Depreciation*, page

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The New York Edison Company

INCOME STATEMENT — *Concluded*

	Net amount for year	Increase or (D) decrease
Non-operating income — *Concluded:*		
Interest revenues: From Consolidated Tel. & Elec. Subway Co., [46] $1,422,579.55; from Yonkers Elec. Light & Power Co., $99,264.03; from Empire City Subway Co., $46,140; interest on bonds of others, $18,789.15; on U. S. Government Liberty bonds (including $139.83 on bonds purchased for employees), $205,945.75; on insurance participation certificates, $34,034.35; on consumers' notes, $21.99; on miscellaneous notes, $840.43; on active bank balances, $21,303.49; on special deposit with National City Co., $53,971.29; on real estate mortgage, $540	$1,903,430 03	$4,653 45
Dividends on stocks: Edison Light & Power Installation Co., $60,820; Electrical Testing Laboratories, $3,837	64,657 00	25,320 00
Total non-operating revenue	$2,015,710 76	$33,059 98
Less: Rent expense, $75,718.08; taxes, $2,151; miscellaneous expense, $1,880.48	79,749 56	$20,449 57
Non-operating income	$1,935,961 20	$12,610 41
Gross corporate income	$3,457,511 21	D $359,671 71
Deductions from gross income:		
Interest accrued on funded debt, $1,696,608.63; on consumers deposits, $34,158.71; on taxes in dispute, $42,625.90; on obligations to the Consolidated Gas Co., $334,424.66; on matured real estate mortgages, $33,017.71; on loan ($6,500,000) by National City Co., $110,097.22; on miscellaneous items, $4.80; Yonkers Electric Light & Power Co., Cr.[46] $4,447.58; rent for lease of Brush Electric Illuminating Co., [47] $47,656; discount on loans, $11,233.20; tax on bondholders' income withheld at source, $23,493.65	$2,223,872 89	
Amortization of premium on debt	Cr. 5,661 00	.....
Total deductions	$2,223,211 89	$152,166 29
Net corporate income	$6,234,299 32	D $1,011,838 00

CORPORATE SURPLUS	Amount
Surplus, December 31, 1919	$39,537,312 74
Balance for year transferred from income account	6,234,299 32
Cash received on consumer's note charged off March 31, 1915	1,236 76
Amount received from United Electric Light & Power Co. for supplying D. C. service to United Co. customer	310 00
Allowance by city on special franchise tax on account of bridge rental paid by respondent, 1916, $3,000; 1917, $3,000	6,000 00

[46] Includes $809.55 accrued on deferred payment of Consolidated Tel. & Elec. Subway bond coupons.

[46] Credit item representing interest on aqueduct transmission line feeders and services in New York City, principal, $74,126.29.

[47] Shown in prior reports as an operating revenue deduction.

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CORPORATE SURPLUS — *Concluded*		Amount
Excess of credits over debits on coal at Shadyside, gain in weight caused by rain, etc.		[48] $117,969 21
Total		$45,897,128 03
Dividends (7% on outstanding capital stock)	$4,677,428 00	
Other deductions: Cancellation of maximum demand charges, various premises, $22,449.60; labor and material repairing 500 kw. generator removed from McGovern Co. plant and set up at Gold street, $543.92; cost of 500 bonds of the Long Acre Electric Light & Power Co.,[49] $710,811.81; lamps purchased for Bellevue Hospital from the United Electric Light & Power Co. during 1912 and 1913, $371.47; cancellation of invoice Sept. 1, 1916, to United Electric Light & Power Co. for rental of conductors, etc., $637.35; bill of N. Y. Service Co. for cost over Rhinelander contract on account of price of coal and labor, $9,356.03	744,170 18	
Total deductions		5,421,598 18
Surplus, December 31, 1920		$40,475,529 85

Municipal Street Lighting[50]

BOROUGH OF MANHATTAN	Number of lamps	Price per year	Amount of revenue	Consumption (kw.hrs.)
Incandescent				
25-watt tungsten	754	$22 50 to $28 25		
60-watt tungsten	14	25 00		
100-watt tungsten	1,230	28 00 to 28 50		
100-watt tungsten (24 hr. service)	1	42 75		
150-watt gas filled	943	37 50		
200-watt gas filled	2,713	46 00		
300-watt gas filled	3,989	76 50	$787,558 70	13,608,361.0
300-watt gas filled (122 pairs)	244	131 00		
400-watt gas filled	2,622	83 50		
400-watt gas filled (172 pairs)	344	142 00		
500-watt gas filled	31	95 50		
500-watt gas filled (15 pairs)	30	166 50		
750-watt gas filled	72	119 00		
Arc				
450-watt	23	Free	.....	65,739.2
Total	13,010	———	$787,558 70	13,674,100.2
BOROUGH OF THE BRONX				
Incandescent				
25-watt tungsten	24	$24 00 to $28 25		
100-watt tungsten	414	28 00 to 28 50		
200-watt gas filled	135	.....		
60-watt gas filled	113	29 25		
100-watt gas filled	6,874	23 25 to 25 00	$331,520 00	$5,155,296.2
250-watt gas filled	100	47 00		
400-watt gas filled	1,742	74 50		
600-watt gas filled	8	91 00		
300-watt gas filled	128	76 50		

[48] The average of coal here referred to covered the period from 1910 to 1920. The Shadyside stock of coal was charged with the railroad weights of coal received at that point during the ten-year period. The stock was credited with the withdrawals of coal as weighed by the receiving stations. The Shadyside storage yards were cleaned out in 1920 for the first time in ten years, at which time it was found that during this period the credits to the Shadyside coal stock exceeded the amounts charged thereto by $117,969.21.

[49] See note 24.

[50] Hours burning per year, 4,050, Borough of Manhattan; 3,950, Borough of Bronx.

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The New York Edison Company

BOROUGH OF THE BRONX—*Concl'd*	Number of lamps	Price per year	Amount of revenue	Consumption (kw.hrs.)
Arc				
450-watt	1	Free	.....	2,246.6
Total	9,539	———	$331,520 00	5,157,542.8
Grand total	22,549	———	$1,119,078 70	18,831,643.0

Joint Facilities and Arrangements.— Cables across Brooklyn bridge, charged to Edison Electric Illuminating Co. of Brooklyn, $3,110.40. Credited to Joint electric rent revenue, $746.04; to joint operating expense, $2,364.36. Cable house, Harlem river, opposite 209th street, and cables across Harlem river, at 209th street, $215.28 and $323.04, respectively, charged to United Electric Light & Power Co. Credited to Joint electric rent revenue, $237.48; to Joint operating expense, $158.40; to Subway duct rents, $142.44. Cables, 201st street to New York–Yonkers city lines, charged to Yonkers Electric Light & Power Co., $13,932.18. Credit to Joint operating expense, $1,391.94; to Subway duct rent, $8,092.66; to miscellaneous interest deductions, [51] $4,447.58. Current made for and charged to United Electric Light & Power Co., $339,954.92, all credited to electricity made for associated companies. Sundry facilities charged to other companies, $19.76, all credited to Joint electric rent revenue.

Cables across Queensboro bridge charged by United Electric Light & Power Co., $3,600. Charged to expense, $1,028.16; to Joint facilities rents, $922.92; to Subway duct rent, $1,648.92. Current received from United Electric Light & Power Co., $1,157,386.24. Charged to Electricity received from associated companies, $1,033,048.06; to Joint facilities rents, $124,338.18.

Operating Expenses.— For details, see Table XXXVI.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of January 21, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — electric" and concurrent credit to "Accrued amortization of capital" of 1.4¢ per kw. hr. of low tension electric current sold to consumers, less the amounts charged to the various repair accounts. The company's procedure, however, is in accordance neither with this rule nor with the requirements of the accounting order. Instead it has included in operating expenses without authority from the Commission the item "Renewals and replacements — plant withdrawn from service," charging thereto 0.3¢ per kw. hr. of electric current sold to general consumers.

Taxes.— See Table XLIII.

Rent Charges.— (1) Charged to Subway duct rents: Consolidated Telegraph & Electrical Subway Co., 9,495,242 duct feet of transmission and distribution conduits, [52] $1,535,248.68; Empire City Subway Co., 1,189,760.94 duct feet of distribution conduits, $194,833.52; Consolidated Gas Co., pipe and cable culverts, $426.88; United Electric Light & Power Co., transmission and distribution conduits, including share of subway rental of cable used jointly, $2,244.59; City of New York, space for cable on Brooklyn bridge, $3,000; other rents, $72; Third Avenue Railway Co., distribution conduit, $9,104.12; sundry owners for various purposes, $1,181.52 total, $1,746,111.31.

(2) Charged to Miscellaneous rents: New Amtserdam Gas Co., ground rent for property, 41st–42d streets, First avenue to East river, $35,788; other owners, ground rent for property at 92–98 Vandam street, $3,750; at 124 West 42d street, $12,085.70; substations at 33d street and Sixth avenue, $2,223.41; at 3–11 Broadway, $4,000.04; New York Railways Co., at 140–156 East 26th street, $7,500; United Electric Light & Power Co., service charge on feeders, Queensboro bridge. $220.44; service rental charge on feeders, $807.72; Hudson & Manhattan Railway Co., coal yard at Jersey City, $1,120; sundry owners, officers at various locations, $23,895.75; total, $91,391.06.

[51] See note 46.
[52] Includes $10,520 for subway manholes.

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The New York Edison Company

ged to Municipal rents and non-tax charges: City of New
39th streets and East river, $7,350; north side of pier, 38t
$1,500; tunnel at 39th street, $322.42; bridge across East
or items, $306.89; total, $9,729.27.
ged to General office expense: Consolidated Gas Co., of
Irving place, $255,752.99; Broadway Improvement Co., offices
06; total, $260,678.05.
ed to Materials and supplies: City of New York, bulkhe
; New Amsterdam Gas Co., property, 41st–42d streets, Fir
$2,872.94; total, $3,052.94.
ed to storeroom and automobile expense: New Amsterd
lst–42d streets, First avenue to East river, $35,279.04; bo
t avenue to East river, $1,666.71; bulkhead, foot of East 4
rs for various properties, $7,497.47; total, $44,983.22.
ed to Work in progress: New Amsterdam Gas Co., 4
e to East river, $13,450.71; boiler plant, 42d street, First
9; minor items, $2; total, $14,286.00.
ed to Shadyside, $14,889.23.

MISCELLANEOUS INFORMATION

ant.— See Table XV.
Poles and *Line Transformers.*— See Table XVI.
- See Table XVII.
At close of year, owned, 315,543. (See Table XVIII.)
Current Generated, Bought and Sold.— See Tables XXI, X
a.— See Tables XX, XXIII and XXIV.
.— See Tables XXVII and XXIX.
s and Wages.— See Tables XXX and XXXI.

President, Nicholas F. Brady; Vice-Presidents, Thomas
b; Secretary, Walter Neumuller; Assistant Secretary,
asurer, Frederick Smith; Auditor, H. M. Edwards; Clai
General Counsel, Beardsley, Hemmens & Taylor; Chief E
neral Superintendent of Distributing Stations, C. W. W
Agent, Chas S. Shepard.
— Geo. F. Baker, Nicholas F. Brady, Geo. B. Cortelyou,
Thomas E. Murray, Edgar Palmer, William Rockefeller,
erlip, Donald G. Geddes.
iness Office.— 124 East 15th street, New York city.
rified by Frederick Smith, Treasurer, March 17, 1921.

THE NEW YORK MUTUAL GAS LIGHT COMPANY

ted April 17, 1866. Supplies water gas in the Borough of Manhattan
attery to 53d street on the west side, and to 68th street on the east
lelivery of gas began in June, 1872. The Consolidated Gas Co., of New
in 1905 acquired the right to exercise the major part of the voting
is company, held, on December 31, 1920, 16,552 shares out of 34,097 shares
1

Changes during the Year.— Rate changes instituted as follows:
eliminary injunction granted by the Federal Court, a rate of $1.00
ft. was put in effect July 1, 1920. Under a modifying order of the
rate was increased to $1.10 per M cu. ft. as of December 1, 1920. These
s contain provisions for the impounding, pending final judgment, in the
he amount collected in excess of the statutory rate of 80 cents per M
r by depositing the monies in the court or by the deposit of substituted
No additional powers or franchises were acquired.

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nsolidated Gas Company reports in addition ownership of 2,310 shares
certificates not in its own name.]

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The New York Mutual Gas Light Company

BALANCE SHEET

December 31, 1919	ASSETS SIDE[2]	December 31, 1920	Increase or (D) decrease
$249,671 87	Cash	$166,197 44	D $83,474 43
3,405 14	Accounts receivable from City of New York	4,112 93	707 79
75,275 77	Consumers' accounts receivable	98,709 65	23,433 88
102,079 25	Current accounts receivable from assoc'd co's.	88,938 19	D 13,141 06
4,270 54	Other accounts receivable	26,848 87	22,578 33
6,149 03	U. S. government light oil recovery plant	4,694 79	D 1,454 24
7,892 48	Interest and dividends receivable	19,642 48	11,750 00
13,000 00	Liberty bonds for acct. of employees	.....	D 13,000 00
259,551 86	Materials and supplies	350,094 79	90,542 93
400 00	Stocks of associated companies	400 00	.....
1,822,013 50	Other investment securities	1,830,949 09	8,935 59
3,183,143 68	"Fixed Capital, December 31, 1908"	3,172,446 78	D 10,696 90
924,188 87	Fixed capital installed since 1908	1,024,990 10	100,801 23
4,107,332 55	Total book cost	*4,197,436 88*	*90,104 33*
1,381,245 39	Accrued amortization of capital — Cr.[3]	*1,415,518 20*	*34,272 81*
2,726,087 16	Fixed capital — net	*2,781,918 68*	*55,831 52*
$5,269,796 60	Total	$5,372,506 91	$102,710 31
	LIABILITIES SIDE		
$317,012 82	Taxes accrued	$440,422 82	$123,410 00
200,000 00	Bills payable — due on time	500,000 00	300,000 00
128,054 79	Consumers' deposits	136,450 68	8,395 89
37,927 66	Accounts payable to associated companies	125,417 17	87,489 51
182,292 54	Miscellaneous accounts payable[4]	341,789 34	159,496 80
136,388 00	Dividends declared	102,291 00	D 34,097 00
55,885 48	Interest accrued on unfunded debt	77,669 81	21,784 33
8,196 00	Employees' Liberty bond payments	.....	D 8,196 00
7,067 89	Other unfunded debt	9,855 23	2,787 34
120,000 00	Extension reserve account	.....	D 120,000 00
127,870 49	Casualties and insurance reserves	134,756 08	6,885 59
3,409,700 00	Common stock	3,409,700 00	.....
512,500 93	Corporate surplus	67,254 78	D 445,246 15
26,900 00	Special surplus account[5]	26,900 00	.....
$5,269,796 60	Total	$5,372,506 91	$102,710 31

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation — See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital, December 31, 1908.— Credits during year on account of withdrawals and retirements: Mains, $588.93; services, $7,262.55; meters, $2,495.42; manufacturing plant, $350; total, $10,696.90. (Balances in the several subaccounts were shown in the 1917 abstract.)

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of cost of perishable property (see *Depreciation*, page 912); but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements — plant withdrawn from service: Contingency reserve) that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from paid capital or cost of property in the same manner as accumulations under the prescribed account, Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[4] Includes $42,234.02 due consumers under 80-cent gas act (20-cent rebate).

[5] Par value of reacquired stocks.

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The New York Mutual Gas Light Company

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total c[illegible] cost to [illegible] 31, 192[illegible]
Other land	$6,800 94	.....	.....	$12,3[illegible]
Franchises (gas)	1,229 73	.....	.....	1,2[illegible]
General equipment	576 31	.....	.....	29,5[illegible]
Works and station structures	.....	.....	.....	141,2[illegible]
Furnaces, boilers and accessories	5,902 57	.....	.....	8,9[illegible]
Steam engines	.....	.....	.....	9[illegible]
Miscellaneous power plant equipment	7,069 72	.....	.....	[illegible]
Water gas sets and accessories	.....	.....	.....	[illegible]
Purification apparatus	99 00	.....	.....	[illegible]
Accessory equipment at works	8,720 00	.....	.....	[illegible]
Gas services	5,485 54	.....	.....	[illegible]
Gas meters	13,216 32	.....	.....	[illegible]
Cocks and connections	3,840 05	.....	.....	[illegible]
Gas appliances	36,587 80	.....	.....	[illegible]
Gas tools and implements	743 00	.....	.....	[illegible]
Gas laboratory equipment	.....	.....	.....	[illegible]
Other tangible gas capital	.....	.....	.....	[illegible]
Engineering and superintendence[6]	13,452 07	.....	.....	[illegible]
Miscellaneous construction expenditures	.....	.....	.....	[illegible]
Total	$103,723 05	.....	.....	[illegible]

Equipment Retired during the Y[illegible]

CLASS OF EQUIPMENT RETIRED	Number of units retired	[illegible]
Steam engines		[illegible]
Tools		[illegible]
Appliances	1,0[illegible]	[illegible]
Meters	6[illegible]	[illegible]
Services	6[illegible]	[illegible]
Mains	8[illegible]	[illegible]
Locks, cocks and connections		[illegible]
General equipment		[illegible]
General equipment adjustment 1919 report		[illegible]
		$29,455 [illegible]

Miscellaneous Investments

ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books	Income accrued during year	Incom[illegible] receiv[illegible] during ye[illegible]
Stocks of associated companies				
Municipal Lighting Co., Inc., capital stock	$400 00	$400 00	.....	.....

[6] Represents the cost to the respondent of engineers, superintendents and assist[illegible] ants engaged in construction work during 1919, the aggregate of which was no[illegible] available until the spring of 1920 and so were entered in the 1920 accounts.

[7] Concurrently credited to materials and supplies.

[8] Amount of salvage realized, which was concurrently credited to materials an[illegible] supplies.

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The New York Mutual Gas Light Company

Miscellaneous Investments — Concluded

ISSUING COMPANY AND SECURITY	Par value of amount held	Amount at which carried on books	Income accrued during year	Income received during year
Other investment securities				
N. Y. City corp. stock, 3½%, 1950...	$14,000 00	$12,862 50		
N. Y. City corp. stock, 3½%, 1952...	53,000 00	48,693 75		
N. Y. City corp. stock, 3½%, 1953...	31,000 00	28,481 25		
N. Y. City corp. stock, 3½%, 1954...	125,000 00	114,843 75	$24,855 00	$24,855 00
N. Y. City corp. stock, 3½%, 1954...	12,500 00	11,484 38		
N. Y. City corp. stock, 4%, 1955....	180,000 00	176,850 00		
N. Y. City corp. stock, 4%, 1957....	230,000 00	227,200 00		
N. Y. City corp. stock, 4½%, 1962...	5,000 00	4,975 00		
Total New York City securities..	$650,500 00	$625,390 63	$24,855 00	$24,855 00
Lehigh Valley R. R. 1st mtg., 4½%, 1940.....	$100,000 00	$100,348 00		
Atchison, Top. & Santa Fe gen. mtge., 4%, 1995.....	100,000 00	91,690 00		
B. & O. R. R. gold bonds, 4%, 1948..	100,000 00	89,640 00		
Chicago, Mil. & St. Paul, 4½%, 1989..	200,000 00	200,676 88		
Union Pacific R. R. 1st's, 4%, 1947..	100,000 00	98,000 00		
N. Y. Central R. R. debenture, 4%, 1934.....	150,000 00	138,750 00	$47,128 39	$35,378 39
West Shore R. R., 4%, 2361.....	150,000 00	138,497 50		
Penn. R. R. general, 4½%, 1965.....	200,000 00	205,000 00		
U. S. Gov't 1st Liberty loan, 3½%, 1932–1947.....	3,900 00	3,900 00		
U. S. Gov't 3d Liberty loan, 4¼%, 1928.....	750 00	750 00		
U. S. Gov't 4th Liberty loan, 4¼%...	1,500 00	1,500 00		
U. S. Gov't Victory notes, 4¾%, 1922–1923.....	2,050 00	2,050 00		
Total.....	$1,108,200 00	$1,070,802 38	$47,128 39	$35,378 39
Insurance trustees' participation certificates.....	$134,756 08	$134,756 08	$4,042 68	$4,042 68
Grand total.....	$1,893,856 08	$1,831,349 09	$76,026 07	$64,276 07

Bills and Accounts Receivable from Associated Companies.— From the Consolidated Gas Co., $83,870.45; New Amsterdam Gas Co., $8.01; Standard Gas Light Co., $5,059.73; total, $88,938.19.

Miscellaneous Accounts Receivable.— Sundry contractors on subway construction for Street Department work, $5,514.87; sundry suspense, $21,334; total, $26,848.87.

Materials and Supplies

Anthracite coal	$161,497 09	Gas ranges	$60,401 91
Gas oil	81,500 44	Gas lamps	8,630 29
Shavings	466 97	Gas supplies	2,585 81
Iron oxide	1,212 60	Fire brick	3,138 45
Coke	516 72	Lumber	1,990 49
Water gas tar.....	8,636 48	Holder paint	1,977 28
Cast iron pipes and fittings	7,116 28	Burners	853 02
		Stove repair parts.....	2,470 53
Wrought iron pipes and fittings	7,100 43	Total	$350,094 79

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The New York Mutual Gas Light Company

Common Stock.— Authorized and issued, 35,000 shares of $100 par valu Cash realized, $3,500,000. Amount reacquired, $90,300; net amount outst December 31, 1920, $3,409,700. Dividends paid during year, $306,873; declared, yet due, $102,291.

Accounts Owing to Associated Companies.— Consolidated Gas Co., $11 Standard Gas Light Co., $4,888.46; Astoria Light, Heat & P. Co., $1,585.28 $125,417.17.

Miscellaneous Accounts Payable.— Repayments [20 cent rebate under 80¢ Ga to sundry parties, $42,234.02; coal bills, $49,646.59; oil bills, $205,840.34; other accounts, $44,068.39; total, $341,789.34.

Other Unfunded Debt.— Wages accrued, $9,366.70; water charges accrued, total, $9,855.23.

Reserves

	Credit balance Dec. 31, 1919	Credits during year	Debits during year	Credi De
Extension reserve account	$120,000 00	.....	$120,000 00	...
Contingencies [9]	1,342,499 76	.....	.....	
Renewals and replacements — plant withdrawn from service [9]	38,745 63	$62,333 77	$28,060 96	
Fire insurance participation	127,870 49	6,885 59	.....	

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year	
Operating revenues — sales of gas:				
Lighting municipal buildings	10,287.6	$0.75	$7,715 70	
Prepaid gas	134,241.6	0.80	107,393 28	19,872 04
Commercial metered lighting	1,933,263.1	0.80	1,546,571 18	192,575 91
Total sales	2,077,792.3	———	$1,661,680 16	$213,405 80
Miscellaneous revenues: Commission on others' gas, $41,092.37; rent of gas appliances, $61,145.11; gas merchandise and jobbing revenue, $33,863.91 [10]; joint gas rent revenue, $337,921.94; other miscellaneous gas revenue, $2,261.03			476,284 36	70,442 82
Total operating revenue			$2,137,964 52	$283,848 62

	Cents per M cu.ft.[11]		
Operating expenses:			
Gas-making labor	4.26	$126,649 57	$24,540 24
Boiler fuel	5.29	157,342 16	14,771 64
Generator fuel	18.30	544,105 24	147,763 72
Gas oil	40.14	1,193,582 75	254,678 21
Other supplies and expenses	1.99	59,198 06	2,359 87
Repairs at works	5.87	174,750 62	79,720 86
Total works expense	75.85	$2,255,628 50	$523,834 64
Less residuals produced — Cr.	3.88	115,339 73	30,564 79
Net cost of gas in holder	71.97	$2,140,288 77	$493,269 85
Add gas received from associated co's	65.39	2,561 32	2,561 32
Deduct cost of gas made for associated co's	59.07	410,923 62	D 214,376 44
Total production expenses	83.35	$1,731,926 47	$710,207 67

[9] See note 2 and *Depreciation*, page 912.

[10] Receipts from sale of merchandise and from jobbing, $68,452, materials sold, $34,588.09.

[11] The ratios for net cost of gas in holder and preceding items are based on 2,973,716 M cu. ft. made; total production and following items on 2,077,792.3 M cu. ft. sold.

Less cost of

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The New York Mutual Gas Light Company

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[1]	Net amount for year	Increase or (D) decrease
Operating expenses — *Concluded:*			
Distribution expenses	12.42	$258,061 53	$45,556 76
Commercial administration	5.78	119,979 19	12,896 86
Promotion of business	1.29	26,877 82	2,655 42
General expense (excluding depreciation)	7.55	156,877 44	18,765 33
Total of foregoing	110.39	$2,293,722 45	$790,081 98
Renewals and replacements — plant withdrawn from service (reserved)	3.00	62,333 77	7,997 73
Total (including amortization) [12]	113.39	$2,356,056 22	$798,079 71
Uncollectible bills	0.47	9,647 88	D 875 28
Tax accruals	12.54	260,592 17	D 5,669 56
Municipal rents and non-tax charges	0.16	3,300 00	.....
Total of expenses, taxes, etc.	126.56	$2,629,596 27	$791,534 87
Operating income ..... *Loss*		491,631 75	D 507,686 25
Non-operating income: Interest on New York City corporate stock, $24,855; on insurance trustees participation certificates, $4,042.68; on bank balance, $6,429.48; on U. S. Liberty bonds and railroad bonds, $47,128.39; *less*, gross earnings tax on revenue from other bonds, $2,092.50.		80,363 05	D 3,668 56
Gross corporate income ..... *Loss*		$411,268 70	D $511,354 81
Deductions from gross income: Interest on consumer's deposits, $5,196.10; on unpaid franchise taxes, $6,367.89; on unpaid real estate taxes, $15,403.77; on balance of personal taxes, $12.67; on bills payable, $15,153.58		42,134 01	15,821 18
Net corporate income ..... *Loss*		$453,402 71	D $527,175 99

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919		$512,500 93
Additions to surplus: Extension reserve, $120,000; gas sales suspense, $165,436.05 [13]		285,436 05
Total credit		$797,936 98
Debit balance for year transferred from income	$453,402 71	
Dividends declared (8%) on $3,409,700, common stock	272,776 00	

[11] See this note on preceding page.

[12] [The company makes no charge to operating expense account "General amortization." Instead, it has included in operating expenses an unauthorized account "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 912.]

[13] Represents amount collected in excess of the statutory rate, not included in revenues, pending final action of the United States Supreme Court. It is computed as follows:

	M cu.ft.	Rate	Amount charged	Excess
Lighting municipal buildings	10,287.6	$0 75	$7,715 70	.....
Prepaid gas	93,143.0	0 80	74,514 40	.....
Prepaid gas	40,847.5	1 00	40,847 50	$8,169 50
Prepaid gas	251.1	1 10	276 21	75 33
Commercial metered lighting	1,187,631.7	0 80	950,105 36	.....
Commercial metered lighting	664,982.0	1 00	664,982 00	132,996 40
Commercial metered lighting	80,649.4	1 10	88,714 34	24,194 82
	2,077,792.3	———	$1,827,155 51	$165,436 05

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The New York Mutual Gas Light Company

CORPORATE SURPLUS — *Concluded*		Amount
Other deductions from surplus: Proportionate charges applicable to the year 1919 for services in connection with gas rate appeal No. 2, $2,981.50; adjustment of oil tar prices for tar sold, delivered in 1919 — contracts applicable to year 1919, $1,521.99	$4,503 49	
Total debits		$730,682 26
Surplus, December 31, 1920		$57,254 78

Intercompany Purchases, Sales, etc.— Manufactured for Consolidated Gas Co., 695,710.4 M cu. ft. at $410,923.62 (59.07¢ per M), credited to expenses, plus $41,092.37, 10% commission, credited to revenue. Purchased from New Amsterdam Gas Co., 3,560.9 M cu. ft. at $2,561.32 (71.93¢ per M), inclusive of $232.85, 10% commission.

Joint Facilities.— Credits to revenue for use of respondent's manufacturing plant capacity: Consolidated Gas Co., $277,205.18; Standard Gas Light Co., $60,716.76; total $337,921.94.

Sale of Residuals and By-Products.— See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 20, 1919, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 18 cents per M cu. ft. sold (*less* the cost of actual repairs). The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Ins[illegible] "Renewals and operating expenses without authority from the Commission t[illegible] replacements — plant withdrawn from service," charging th[illegible] cu. ft. of gas sold.

Taxes.— See Table XLIII.

Rent Charges.— Office building at 142 East 15th street, al[illegible] fourth floor and three rooms on third floor in main buildi[illegible] Gas Co., $19,218.72; rent of two basements, two stores and t[illegible] purposes at 117–119 Mercer st., $5,000; charged to operati[illegible] north of pier at 11th street and East river, $3,300, charg[illegible] total, $27,518.72.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II–IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and disposition of gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— Vice-President and Secretary, Geo. W. Parkhurst; Treasurer, W. C. Besson; Assistant Treasurer, E. S. Young; Assistant secretary, Geo. W. Shenton.

Directors.— Geo. F. Baker, N. F. Brady, Geo. B. Cortelyou, J. B. Ford, L. B. Gawtry, J. N. Jarvie, E. S. Marston, D. G. Geddes, John A. Garver, William Rockefeller, W. G. Rockefeller, Geo. W. Parkhurst.

Main Business Office.— 143 East 15th street, New York City.

Report verified by Geo. W. Parkhurst, Vice-President, April 1, 1921.

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NORTHERN UNION GAS COMPANY

Incorporated October 1, 1897. The company supplies mixed gas in that portion of The Bronx formerly known as the 24th ward. It does not operate a manufacturing plant but purchases its entire supply of gas from the Central Union Gas Co.

Stock control: The New Amsterdam Gas Co., is reported by respondent to be the holder of record of [1] 7,398 shares and the Central Union Gas Co., of [1] 7,595 shares. [The entire stock of the latter company is owned by the New Amsterdam Gas Co., which, in turn, is controlled through stock ownership by the Consolidated Gas Co.]

Important Changes during the Year.—Rate changes were instituted as follows: "Under preliminary injunction granted by the Federal Court a rate of $1 per M cu. ft., was put into effect July 1, 1920. These court orders contain provision for the impounding of the amount collected in excess of the statutory rate, either by depositing it in the court, or by deposit of substitute security." No new franchises or powers were acquired.

BALANCE SHEET

December 31, 1919		ASSETS SIDE[2]	December 31, 1920		Increase or (D) decrease
$56,283	01	Cash	$89,602 58		$33,319 57
2,058	37	Accounts receivable from City of New York	2,318 32		259 95
67,880	50	Consumers' accounts receivable	114,278 69		46,398 19
41,043	94	Current accounts receivable from associated companies	24,683 53	D	16,360 41
22,372	72	Other accounts receivable	31,121 54		8,748 82
1,231	32	Interest and dividends receivable	1,068 59	D	162 73
8,000	00	U. S. bonds for account of employees	.....	D	8,000 00
		U. S. Liberty bonds deposited with R. Welling	130,000 00		130,000 00
847	67	Prepayments (taxes)	204 78	D	642 89
107,945	82	Materials and supplies	113,197 84		5,252 02
200	00	Stocks of associated companies	200 00		.....
83,550	00	U. S. Gov't Liberty bonds	4,550 00	D	79,000 00
18,321	77	Other investment securities	19,606 58		1,284 81
2,942,844	10	"Fixed Capital, December 31, 1908"	2,904,928 58	D	37,915 52
1,379,750	70	Fixed capital installed since 1908	1,551,009 01		171,258 31
4,322,594	80	Total book cost	*4,455,937 59*		*133,342 79*
848,706	92	Accrued amortization of capital[3]—Cr.	*865,425 98*		*22,720 06*
3,479,885	83	Fixed capital	*3,590,511 61*		*110,622 73*
10,384	94	Other suspense	12,249 22		1,864 28
$3,900,002	94	Total	$4,133,593 28		$233,584 34

		LIABILITIES SIDE			
$164,471	13	Taxes accrued[3]	$215,628 98		$51,157 85
106,607	52	Consumers' deposits	108,139 21		1,531 69
178,755	03	Accounts payable to associated companies	711,061 48		532,306 40
36,493	11	Miscellaneous accounts payable	[4] 50,829 35		14,336 24

[1] [The December 31, 1920, and that of the Central Union Gas Co., shows that it owned 7,600 shares.]

[2] This report of the New Amsterdam Gas Co., shows that it owned 7,400 shares on

[3] See note 1 to Table XXXVII.

[4] Includes $11,687.15 amount due consumers on account of 20¢ repayments under 30¢ gas act.

Commission respecting provision for depreciation. *i. e.*, amortization of the cost of perishable property (see *Depreciation*, page 917); but it reports on the liabilities side of the balance sheet certain reserves ("Renewals and replacements—Plant withdrawn from service": "Contingency reserve") that contain accumulations made of in former years through the prescribed account. As no segregation is made from fixed such accumulations, the entire credit balances are necessarily deducted from the prescribed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

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Northern Union Gas Company

BALANCE SHEET — *Concluded*

	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
66	Interest accrued on funded debt	$10,416 66	$13,166 93
17	Interest accrued on unfunded debt	49,870 10	5,680 42
42	Employees Liberty bond payments	.....	D 50,000 00
....	Liberty bonds borrowed for deposit	50,000 00	
00	Mortgage bonds	1,250,000 00	166,568 63
..	Gas sales suspense [5]	166,568 63	1,284 81
77	Casualties and insurance reserves	19,606 58	
00	Common stock	1,500,000 00	D 591,087 79
08	Corporate surplus	1,472 29	
94	Total	$4,133,593 28	$233,584 34

nt Liabilities.— None.

n of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

apital, December 31, 1908.— Credits during year on account of withdrawals
ements: Franchise property, $20,428.36; mains, $16,635.03; services
26.37; meter connections, $46; tools and implements, $30.32; total
in the several sub-accounts were shown in the 1917 abstract.

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)
oted to gas operations	$176 85	.....	.....
ts	2,245 64	.....	.....
ructures	.....	.....	.....
quipment	2,745 11	.....	$1,257
d station structures	.....	.....	.....
boilers and accessories	.....	.....	.....
equipment at works	.....	.....	.....
es and mains	24,946 72	.....	.....
ces	10,885 96	.....	47
s	23,930 15	.....	16
installation	1,131 14	.....	.....
es and appliances	107,106 90	.....	.....
and implements	305 78	.....	7
g and superintendence	.....	.....	.....
ous construction expend-	.....	.....	.....
	$173,474 25	.....	$

Equipment Retired during the Year

S OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Am of sa
der	1	$16,500 00	
ups	2	800 00	
nces	350	3,128 36	1,

luded in the earnings pending final action of the U

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Northern Union Gas Company

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Renewals and replacements—plant withdrawn from service [8]	$47,708 64	$61,206 87	.....	$108,915 51
Contingency [8]	794,997 28	.....	.....	794,997 28
Fire insurance	.....	.....	.....	.....
Participation reserve	18,321 77	1,284 81	.....	19,606 58
Gas sales suspense	166,568 63	.....	.....	166,568 63

The last item represents amount collected in excess of the statutory rate, not included in revenues, pending final action of the United States Supreme Court.

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Operating revenues — sales of gas:				
Lighting municipal buildings	15,054.5	$0.75	$11,290 87	$1,094 [illegible]
Prepaid gas	568,495.8	.80	455,144 90	33,510 [illegible]
Commercial metered lighting	1,456,678.6	.80	1,165,335 25	123,210 [illegible]
Westchester Lighting Co.	107,885.4	.79	85,225 34	10,609 [illegible]
Total	2,148,114.3		$1,716,996 36	$168,424 [illegible]
Miscellaneous revenues: Rent of gas appliances, $240,426.57; gas merchandise and jobbing revenue, $43,576.71; other miscellaneous revenue, $1,296			285,299 28	39,424 [illegible]
Total operating revenue			$2,002,295 64	$207,858 [illegible]

	Cents per M cu.ft. sold	Net amount for year	Increase or (D) decrease
Operating expenses:			
Miscellaneous labor at works		$6,443 74	D
Repairs at works		3,342 66	
Miscellaneous works expense		330 63	D
Gas storage		13,843 15	
Gas purchased	[9] 60.08	1,410,508 52	
Total production expenses	66.78	$1,434,468 70	
Distribution supplies and expenses	6.34	136,147 49	
Transmission and distribution repairs	4.74	101,746 99	
Commercial administration	5.70	122,367 19	
Promotion of business	1.26	27,167 [illegible]	
General expenses (excl. depreciation)	4.86	[10] 104,472 [illegible]	
Total of foregoing	89.68	$1,926,370 23	
General amortization (reserved) [11]	2.85	61,206 87	
Total (including amortization)	92.53	$1,987,577 10	
Uncollectible bills	.07	1,562 81	
Tax accruals	3.84	82,531 07	D
Joint facility rents		424,953 [illegible]	
Total of expenses, taxes, etc.		$2,496,624 46	

[8] See note 2 and *Depreciation*, page 917.
[9] Based on M cu. ft. purchased.
[10] Includes gas rate appeal No. 2, $17,156.75.
[11] [In place of the prescribed account General amortizati[illegible] the respondent has included in operating expenses without authority from the Commission the item "Renewals and replacements — plant withdrawn from service." See page 917.]

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Northern Union Gas Company

in operating expenses without authority from the Commission the item "Renewals and replacements — plant withdrawn from service," charging thereto in 1920, 3¢ per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II–IV.
Mains.— See Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Table XI
Accidents.— See Tables XXVII and XXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, G. W. Doane; Vice-President, M. M. Graham; Secretary and Treasurer, Frederick R. DeVoe; Auditor, George McCormick.

Directors.— G. W. Doane, George B. Cortelyou, W. H. Bradley, Robert A. Carter, Sr., William Rockefeller, J. A. Garver, N. F. Brady.

Main Business Office.— 1815 Webster avenue, The Bronx, New York City.

Report verified by Frederick R. DeVoe, Treasurer, March 14, 1921.

ADDENDUM

WESTCHESTER LIGHTING COMPANY

(Since the Northern Union supplies all the gas distributed in New York City by the Westchester Lighting Co., a Second District company, the following data are given here.)

Operations in the Borough of The Bronx, New York City

(A) GAS

	M cu.ft. sold	Rate per M	Amount
General consumers:			
Ordinary meters	77,824.9	80¢	$62,259 92
Prepayment meters	22,263.1	80¢	17,810 54
Municipal buildings	1,219.3	75¢	914 86
Total	101,307.3	—	$80,985 32

Number of consumers, 2,504. Active meters: Regular, 1,700; prepayment, 854; total, 2,554. Appliances rented during 1920: Ranges, 122; cookers, 97. No street-lighting. Purchased from other gas corporations, 107,885.4 M cu. ft. of gas at 78¢ per M.

(B) ELECTRICITY

	Kw.hrs. sold	Rate	Amount
Commercial arc and incandescent	674,835.0	"Regular"	$63,175 74
Arc and incandescent in public buildings	16,890.0	10c per kw.hr.	1,689 00
Street incandescent, public	720,700.0	$28–$57 per lamp per year	53,904 93
Street incandescent, private	52,475.6	$27–30 per year	3,749 46
Commercial power	1,385,715.0	"Regular"	51,216 28
Municipal power	694.0	"Regular"	1,719 00
Total	2,851,309.6	—	$175,454 41

Number of consumers, 1,939. Active meters, 2,020. Connected load, 3,457 kw.; in 50-watt equivalent, 69,147. No arc street lighting. Incandescent street lamps, 1,610, burning approximately,4,012 hours per year. Rate per lamp per year, $27, $28, $30, $57, $60, $80, $88.

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QUEENS BOROUGH GAS AND ELECTRIC COMPANY

Incorporated May 29, 1902. By a certificate filed in the office of the Secretary of State, September 19, 1902, the Town of Hempstead Gas & Electric Light Co. and the Queens Borough Electric Light & Power Co. merged to form the Queens Borough Gas & Electric Co. The company supplies water, gas and electric energy in the 5th ward, Borough of Queens, City of New York, and in the southeastern portion of the Town of Hempstead, Nassau County, including in the latter, the incorporated villages of Lawrence, Cedarhurst, Woodsburgh, Lynbrook, Malverne, and East Rockaway and the unincorporated villages of Inwood, Woodmere, Hewlet, Valley Stream, and Oceanside; and has the right to operate in all of the Town of Hempstead, with the exception of the villages of Hempstead and Garden City. Gas was first supplied by a predecessor company about 1880–1882 and electricity in 1889.

Total number of votes cast at the last general meeting held on February 7, 1921, was 20,000. The ten largest stockholders and their share-holdings as of the close of the year, Dec. 31, 1920, were: G. D. Gregory, 6,650; V. Everit Macy, 4,098; Hudson Company, 1,788; Carleton Macy, 1,700; Valentine E. Macy, Jr., 1,500; Editha Macy, 1,500; Josiah Macy, 1,500; William Barnett, 680; James A. Mooney, 309; Mrs. Lida M. Underhill, 100.

Important Changes during Year.— Walter P. White was elected a director of the Company to fill the unexpired term of James A. Mooney, resigned. $34,300 Liberty bonds were sold for $30,277.08. Real estate mortgage of $3,000 was paid off. New base rate applicable to motors operated on lighting peak load period — 12¢ instead of 10¢ base rate for motors used on off peak period. Discounts on both forms of contract. No additional powers or franchises were acquired.

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920		Increase or (D) decrease
$52,045 38	Cash	$230,786 28		$178,740 90
2,500 00	Bills receivable — due on time	2,500 00		.....
17,590 32	Accounts receivable from City of New York	16,729 53	D	860 79
96,081 35	Consumers' accounts receivable	115,293 53		19,212 18
1,445 45	Other accounts receivable	5,738 29		4,292 84
248 20	Interest and dividends receivable	100 00	D	248 20
41,387 50	Special deposits for coupons	40,937 50	D	450 00
5,755 99	Prepayments	5,564 04	D	191 95
148,894 98	Materials and supplies	254,766 87		105,871 89
70,090 60	Real estate and other misc. investments	15,131 25	D	54,959 35
3,894,746 25	"Fixed Capital, December 31, 1908"	3,887,231 36	D	7,514 89
	Fixed capital installed since 1908:			
1,058,834 09	Electric department	1,378,492 37		319,658 28
982,009 22	Gas department	1,134,246 98		152,237 76
54,672 36	General capital	95,574 91		40,902 55
5,990,261 92	Total book cost	*6,495,545 62*		*505,283 70*
836,231 98	Accrued amortisation of capital.— Cr.	*916,803 74*		*80,571 76*
5,154,029 94	Fixed capital — net [1]	*5,578,741 88*		*424,711 94*
16,654 61	Work in progress	9,074 80	D	7,579 81
$5,606,324 32	Total	$6,275,363 97		$668,539 65
	LIABILITIES SIDE			
.....	Taxes accrued	$25,936 23		$25,936 23
$15,500 00	Matured funded debt unpaid	12,500 00	D	3,000 00
985,000 00	Bills payable — due on demand	1,285,000 00		300,000 00
22,500 00	Bills payable — due on time	200,000 00		177,500 00

[1] [In cases 1224–5 the fair value of the property of the company at December 31, 1910 (at which date the book cost reported was $4,169,111.65) was fixed by the Commission at $1,660,000, whereof $860,000 was assigned to gas plant and $800,000 to electric plant.]

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Queens Borough Gas and Electric Company

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$132,704 83	Consumers' deposits	$180,599 68	$47,894 85
62,114 44	Miscellaneous accounts payable	127,550 97	65,436 53
30,000 00	Dividends declared	35,000 00	5,000 00
48,005 86	Interest accrued on funded debt	47,559 73	D 446 13
29,895 98	Interest accrued on unfunded debt	45,290 91	15,394 93
2,000,000 00	Mortgage bonds	2,000,000 00	.....
32,100 00	Real estate mortgages	32,100 00	.....
29,675 25	Sinking fund and other contractual reserves	37,178 14	7,502 89
87,938 76	Casualties and insurance reserves	97,323 26	9,384 50
540 00	Other optional reserves	840 00	300 00
2,000,000 00	Common stock	2,000,000 0	.....
130,849 20	Corporate surplus	148,485 05	17,635 85
$5,606,824 32	Total	$6,275,363 97	$668,539 65

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

"Fixed Capital, December 31, 1908."— Credits during year on account of withdrawals and retirements — Electric, 49 transformers, $2,070.36; 1 meter, $10.78; total, $2,081.14; gas, trunk lines and mains removed, $5,250; 28 meters, $183.75; total, $5,433.75; grand total, $7,514.89.

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Electric:			
Land devoted to electric operations	$3,156 59	.....	$29,960 88
General structures	.....	.....	16,118 36
General equipment	8,585 46	$695 00	23,438 55
Power plant buildings	49,643 57	.....	213,247 45
Furnaces, boilers and accessories	101,939 73	.....	262,773 61
Steam-engines	18,923 27	.....	103,676 82
Electric generators	.....	.....	51,100 45
Accessory electric power equipment	7,313 24	.....	49,354 62
Miscellaneous power plant equipment	12,659 36	.....	16,556 35
Substation buildings	.....	.....	2,976 14
Substation equipment	5,017 04	.....	21,908 09
Poles and fixtures	11,433 23	12 59	83,599 45
Underground conduits	.....	.....	925 24
Transmission system	.....	.....	7,753 00
Distribution system:			
Overhead	13,285 18	.....	80,688 30
Other underground	.....	.....	1,028 23
Line transformers and devices	15,273 37	3,276 81	74,112 36
Electric services	10,982 20	.....	49,133 64
Electric meters	21,507 87	249 70	105,762 17
Municipal street lighting system	2,370 44	.....	60,068 42
Electric tools and implements	.....	.....	741 73
Electric laboratory equipment	.....	.....	621 91
Other tangible electric capital	.....	.....	1,162 21
Engineering and superintendence	26,449 37	.....	83,305 66
Interest during construction	2,859 88	.....	10,307 69
Miscellaneous construction expenditures	12,492 58	.....	28,171 04
Total — electric	$323,892 38	$4,234 10	$1,378,492 37

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Queens Borough Gas and Electric Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
Gas:			
Land devoted to gas operations	.....	.....	$36,462 95
General structures	.....	.....	16,190 95
General equipment	$7,391 09	$5,518 00	26,265 10
Works and station structures	2,980 38	.....	61,614 04
Holders	.....	.....	162,001 88
Furnaces, boilers and accessories	.....	.....	32,880 34
Steam-engines	.....	.....	381 06
Miscellaneous power plant equipment	4,959 82	.....	6,561 80
Water-gas sets and accessories	.....	61 17	42,465 68
Purification apparatus	.....	.....	25,047 28
Accessory equipment at works	23,342 66	492 94	62,895 70
Trunk lines and mains	88,589 57	.....	537,235 72
Gas services	Cr. 3,423 99	.....	8,436 10
Gas meters	34,705 31	379 51	106,229 24
Municipal street lighting fixtures	.....	.....	639 93
Gas engines and appliances	.....	121 17	3,912 52
Gas tools and implements	265 71	.....	3,249 41
Gas laboratory equipment	.....	.....	1,777 23
Total — gas	$158,810 55	$6,572 79	$1,134,246 98
General:			
General structures	$22,669 93	.....	$38,331 29
General equipment	4,313 49	.....	18,711 07
Land devoted to operations	13,919 13	.....	38,532 55
Total — general	$40,902 55	.....	$95,574 91

Construction Work in Progress — Gas works, Thetis avenue, Rockaway Beach, N. Y.: Alteration to compressor room, $599.64; installation of one No. 4½ Beyer barometric condenser, $4,918.91; installation of one steam driven dry vacuum pump, $1,213.75; installation of one D. V. Cameron centrifugal pump, $1,046.12; installation of water storage system, $1,273.34; Clinton street generating station, Far Rockaway, N. Y., installation of ladder and platform back of No. 3 and No. 4 boilers, $23.14; total, $9,074.80.

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	AMOUNT CHARGED TO Accrued amortization	AMOUNT CHARGED TO Surplus
Transformers	135	$5,347 17	.....	$4,792 36	$554 81
Electric meters	26	[2] 260 48	.....	258 94	1 54
Miscellaneous pipe and fittings	——	492 94	.....	492 94	.....
Poles	1	12 59	6 00	6 59	.....
Office graphotype	1	360 00	100 00	260 00	.....
Bristol indicating pyrometer	1	61 17	50 00	11 17	.....
Street mains	7,000 ft.	[2] 5,250 00	234 30	2,967 62	2,048 08
Gas meters	97	[2] 563 26	.....	524 31	38 95
Gas appliances	14	121 17	121 17	.....	.....
Ford commercial car	1	515 00	100 00	415 00	.....
Adams 2-ton truck	1	2,550 00	100 00	2,450 00	.....
Adams 2-ton truck	1	2,788 00	.....	2,788 00	.....
Total	——	$18,321 78	$711 47	$14,966 93	$2,643 38

[2] Estimated by company. Records do not show original cost.

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Queens Borough Gas and Electric Comp

Miscellaneous Investments

ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition
w York corporate		
, 1959	$10,000 00	Dec. 30, 1916
w York corporate		
, 1958	5,000 00	Aug. 12, 1916
nds, 3½'s, 1947	None	July 16, 1917
nds, 4¼'s, 1942	None	Jan. 10, 1918
es, 4¾'s, 1923	None	May 20, 1919
nds, 4¼'s, 1933	None	Oct. 24, 1918
		$1

nts.— Insurance, $4,573.72; advertising, $275.00; prin

Materials and Supplies

partment:	
us coal	$35,755 10
e coal	198 83
ng oil	818 53
sion cement	87 80
lime	12 98
lime bags	80 00
k	736 73
nd bearings	605 00
	1,970 23
ent street lamps	754 56
es	177 91
	3,858 38
	7,431 68
ns	4,687 41
	558 73
	61 47
s	1,640 59
ire and cables	16,145 00
and suspension	
	111 19
ner oil	125 53
transformers	81 00
ght fixtures	906 76
naterial	4,059 42
ise	31,606 82
auto and motor	
l	164 45
e	287 54
eous equipment	739 39
s and tubes	1,020 45
ts	107 98
— electric	$114,791 46

Gas department:	
Bituminous coal	
Anthracite coal	
Generator fuel	
Gas oil	
Anthracite coal room	
Anthracite coal	
Fire brick	
Iron oxide	
Coke	
Gasoline tank and pum	
Cameron pump	
Lubricating oil	
Cast iron pipes and tings	
Wrought iron pipes fittings	
Gas ranges	
Service material	
Merchandise	
Gasoline, auto and m cycle oil	
Fence material	
Terra cotta channel	
Auto tires and tubes	
Auto parts	
Total — gas	
Total — electric and g	

received during year, $1,743.28.

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Queens Borough Gas and Electric Company

INCOME STATEMENT

(A) ELECTRIC DEPARTMENT

	Kw.hrs. delivered	Rate or average price (cents)	Net amount for year		Increase (D) decr
venues — sales of elec- ent:					
street lighting — in- nt	1,162,508	7.762	$89,983 45		$94[illegible]
treet lighting — incan-			246 40		12[illegible]
street lighting — incan- - metered	1,436	10.00	143 60	D	21 [illegible]
nunicipal buildings.....	39,268	10.00	3,926 80		412 [illegible]
heat and power.....	149,182	4.219	6,293 90		1,023 [illegible]
l metered lighting....	4,107,234	13.127	539,129 28		119,877 [illegible]
l metered power.....	1,074,869	5.853	62,913 52		24,[illegible]
sales	6,534,497	——	$702,636 95		$146,[illegible]
us revenues: Merchandise and jobbing,[11] sale of by-products, $26.00.....			25,258 71		6,[illegible]
electric operating revenue.....			$727,895 66		$153,446 [illegible]
		Cents per kw.hr.[12]			
expenses:					
ant labor.....		0.339	$31,771 16	D	$287 [illegible]
power.....		1.381	129,368 50		44,912[illegible]
plies and expenses.....		0.065	6,034 14		1,[illegible]
t operating station.....		0.220	20,638 75	D	2,[illegible]
production expenses.....		2.874	$187,812 55		$44,[illegible]
sion (and electric storage).....		.076	4,954 73		
on		.641	41,904 16		13,[illegible]
al utilization		.065	4,253 45		[illegible]
l street lighting.....		.142	9,262 07		
al administration		.392	25,610 18		
n of business.....		.229	14,966 82		
(excl. of depreciation).....		1.415	92,484 89		[illegible]
of foregoing.....		5.834	$381,248 85		$9[illegible]
mortization [14]		.742	48,504 36		10[illegible]
(including amortization).....		6.576	$429,753 21		$110[illegible]
le bills		.081	5,262 66	D	
als		.969	63,310 97		37,[illegible]
ous operating rents.....		.004	275 00	D	
expenses, taxes, etc.....		7.630	$498,601 84		$14[illegible]
erating income.....			$229,293 82		$6[illegible]

s from sale of merchandise and jobbing, $91,327.09; *less* cost of [illegible]
4.38.
for first four items based on $9,365,050 kw. hrs. generated (net [illegible]
total production expenses and following items on 6,534,497 kw. [illegible]
on 1½ cents per kw. hr. of electricity sold and 15 cents per M [illegible]
ess cost of actual repairs.

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Queens Borough Gas and Electric Company

INCOME STATEMENT — *Concluded*

(c) ELECTRIC AND GAS DEPARTMENTS COMBINED

	Net amount for year
ting income — electric and gas	$348,984 95
perating income: Rent revenue, $1,401; interest, 0.37	3,761 37
corporate income	$352,746 32
tions from gross income: Interest on funded debt, 876.42; other interest, $84,840.28; federal tax on bond ons, $671.50	187,388 20
orporate income	$165,358 12

CORPORATE SURPLUS

ıs, December 31, 1919	
balance transferred from income	
lebts collected	
Total credits	
ends declared, 7% on $2,000,000 common stock	$140,000 00
ions to charity	489 55
on fixed capital retired during 1920	2,643 28
ds paid in 1920, applicable to 1919	156 26
sustained in sale of Liberty bonds	4,472 92
Total debits	
us, December 31, 1920	

Street Lighting [18]

	Number of lamps [19]	Candle power per lamp	Price per year	Amount revenue
ANDESCENT ELECTRIC LAMPS				
New York	189	400	$82 50	$15,187
	1,471	100	29 70	42,398
street lighting	1	100	27 00	11
county	25	400	85 00	2,130
	460	100	29 70	16,29
	121	100	27 00	
	723	60	19 80	13,97
	16	32	([20])	1
street lighting	2	100	27 00	
	3	60	19 80	
tal — electric	3,011	—	—	$90
GAS LAMPS [21]				
county — Welsbach	132	60	$30 00	$3
street lighting	9	60	30 00	
tal — gas	141	—	—	$4

mp hours per year, 3,962½.
service December 31, 1920. [During summer season the nu
sed. Report, 1917.]
tered rate is 10¢ per kw. hr.
s per lamp hour, 3½ cu. ft.

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Richmond Hill and Queens County Gas Light Company

BALANCE SHEET [1]

December 31, 1919	ASSETS SIDE [2]	December 31, 1920	Increase (D) decre
$13,515 58	Cash	$14,053 23	$537
537 17	Accounts receivable from City of N. Y. (for gas)	478 48	D 5
10,724 94	Consumers' accounts receivable	7,372 79	D 3,35
43,136 81	Current accounts receivable from assoc'd companies	35,318 51	D 7,81
10 36	Other accounts receivable	10 36	.....
93 86	Interest and dividends receivable	93 86	.....
5,065 63	Special deposits	5,070 00	4
298 84	Prepayments	283 49	D 1
6,000 00	Miscel. investments — U. S. Liberty bonds	6,000 00	.....
[illegible]	"Fixed capital, Dec. 31, 1908"	325,832 87	D 17
105,253 06	Fixed capital installed since 1908	115,778 51	10,52
431,260 36	Total book cost	*441,611 38*	*10,35*
91,142 08	Accrued amortization of capital — Cr.[1]	*94,164 45*	*3,02*
340,118 28	Fixed capital — net	*347,446 93*	7,32
$419,501 47	Total	$416,127 65	D $3,37
	LIABILITIES SIDE		
$17,366 41	Taxes accrued	$23,680 12	$6,31
15,150 35	Consumers' deposits	19,500 20	4,34
.....	Accounts payable to associated companies	3,381 38	3,33
255 98	Miscellaneous accounts payable	924 58	66
3,243 67	Interest accrued on unfunded debt	5,105 46	1,86
103 47	Other unfunded debt — wages accrued	.....	D 10
9,669 62	Casualties and insurance reserve	11,452 34	1,78
23,089 03	Commercial metered lighting and prepaid gas in suspense	23,089 03	.....
250,000 00	Common stock	250,000 00	.....
100,622 94	Corporate surplus	78,994 54	D 21,62
$419,501 47	Total	$416,127 65	D $3,37

Contingent Liabilities.— Amount of bond in which the respondent joins with t Brooklyn Union Gas Co. in a penal sum equal to the amount of money, Uni States Liberty bonds and interest, withdrawn from the Bank of Long Island accordance with Supreme Court order dated June 30, 1919 — interest at six per ce bonds, $45,346.24; interest, $2,040.66.

Valuation of Property for Purposes of Taxation. See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908." — Credits during year on account of wi drawals and retirements: Services, $11; meters, $163.43; total, $174.43. (Balan in the several sub-accounts were shown in the 1917 abstract.)

[1] This company no longer observes the accounting procedure prescribed by t Commission respecting provision for depreciation, *i. e.*, amortization of the cost perishable property (see *Depreciation*, page 930); but it reports on the liabilit side of the balance sheet certain reserves ("Accrued amortization of capital Contingencies) that contain accumulations made in former years through the p scribed account. As no segregation is made by such accumulations, the enti credit balances are necessarily deducted from fixed capital or cost of proper in the same manner as accumulations under the prescribed account. Accru amortization of capital, representing the expired life or amortized portion of fix capital outlay.

[2] All material and supplies have been transferred to the Jamaica Gas Light Co and material used in setting meters, etc., is furnished by the Jamaica Gas Lig Co. and charged to the respondent.

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Richmond Hill and Queens County Gas Ligh

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price
revenue — sales of gas:		
municipal buildings....	648.50	$.75
gas	3,390.00	1.00
ial metered lighting....	201,988.50	1.00
sales	206,027 00	
ous revenues [5]		
operating revenue.....		

	Cents per M cu.ft.[3]
expenses:	
chased [7]	86.34
sion and distribution.....	5.58
l street lighting	.....
ial administration	10.07
n of business.....	0.96
(excluding depreciation).....	3.51
of foregoing.....	106.46
amortization (reserved) [8]	1.50
(including amortization) [8].....	107.96
le bills	0.16
als	5.46
ous rents	0.82
of expenses, taxes, etc.....	114.40

income .....*Loss*

ing income: Interest on bank balances, $311.97; and accounts receivable from associated com- 2,927.70; on bonds, $467.50.....

orate income.....*Loss*

from gross income: Interest on consumers' $1,010.81; on special franchise tax, 1917, $390.62; .36; 1919, $392.13; 1920, $176.52.....

rate income.....*Loss*

CORPORATE SURPLUS

ecember 31, 1919.....

nce for year transferred from income..... $21,18

justments of accounts receivable.....

December 31, 1920.....

g Expenses.— For details, see Table XXXIII.

tion.— For this Commission's requirements concerning th n, see note introducing these abstracts. Under date of

s note on preceding page

s from sale of merchandise and jobbing, $18,545.13; less co 5.74.

on 206,027 M cu. ft. sold.

rnished by the Brooklyn Union Gas Co., 224,538,068 cu. ft. elivery, mains of respondent; point of measurement, cons

preciation, page 930.

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Richmond Light and Railroad Company

BALANCE SHEET

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$6,096 69	Cash	$34,533 87	$28,437
116,335 57	Accounts receivable from City of New York	191,784 80	75,450
107,107 04	Consumers' accounts receivable	177,142 43	70,035
146,223 27	Current accounts receivable from associated companies	27,891 14	D 118,332
9,428 66	Other accounts receivable	15,786 69	6,358
46,000 00	Special deposits [1]	15,980 00	D 31,020
34,948 16	Prepayments	42,400 27	7,452
449,635 51	Materials and supplies	625,395 69	175,760
*227,500 00	Stocks of associated companies	227,500 00	.....
75,000 00	Funded debt of associated companies	75,000 00	.....
12,000 00	Other investment securities	10,000 00	D [2] 2,000
1,660,727 71	"Fixed Capital, December 31, 1908"—Electric	1,613,546 53	D 47,181
2,299,123 55	"Fixed Capital, December 31, 1908"—Railroad	2,299,123 55	.....
1,220,392 63	Fixed capital installed since 1908—Electric	1,305,286 06	84,893
327,058 26	Fixed capital installed since 1908—Railroad	537,480 76	210,422
5,507,308 15	Total book cost	*5,755,436 90*	*248,134*
416,229 56	Accrued amortization of capital—Cr.	*438,399 15*	*22,169*
5,091,078 59	Fixed capital—net	*5,317,037 75*	*225,965*
140,726 12	Work in progress	302,881 87	162,155
35,028 55	Other suspense	50,791 71	15,763
$6,498,092 16	Total	$7,114,126,22	$616,034

	LIABILITIES SIDE		
$103,480 80	Taxes accrued	$134,757 39	$31,276
15,200 12	Judgments unpaid	15,200 12	.....
610,893 51	Bills payable—due on demand	610,893 51	.....
481,411 03	Bills payable—due on time	481,411 03	.....
46,595 40	Consumers' deposits	80,308 21	33,712
168,256 62	Miscellaneous accounts payable	496,760 08	328,503
47,000 00	Interest accrued on funded debt	.....	D 47,000
8,909 00	Interest accrued on unfunded debt	69,778 94	60,869
18,232 64	Other unfunded debt	29,670 54	11,437
2,200,000 00	Funded debt	[3] 2,267,960 00	67,960
4,756 30	Casualties and insurance reserve	25,921 95	21,165
3,845 92	Other optional reserves	3,100 88	D 745
2,871,750 00	Common stock	2,871,750 00	.....
Def. 82,239 18	Corporate surplus or (Def.) deficit	26,593 57	108,832
$6,498,092 16	Total	$7,114,126,22	$616,034

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— *Electric.*— Credits during year on account of retirements: Power plant buildings, $43,030.60; poles and fixtures, $3,150.58; docks and wharves, $1,000; total, $47,181.18. (Balances in the several sub-accounts were shown in the 1917 abstract.)

[1] Coupon special deposits, $13,980; guaranty on franchise requirements, $2,000.
[2] $2,000 par and book value City of New York corporate stock transferred to "special deposits."
[3] Includes $13,980 receipts outstanding for funded debt.

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Richmond Light and Railroad Company

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount charged accrued amortization of capital	Amount charged to surplus
Ford roadster	1	$125 00	$125 00		
Power plant	——	61,526 65	[5] 26,199 22	$24,[illegible] 98	$10,390 45
Boilers and accessories	2	7,500 00		4,400 00	3,150 [illegible]
Poles and fixtures	——	3,150 58			[illegible]
Poles line	1	142 49	142 49		
Transformers	4	1,507 24	1,507 24		
Electric service	2	41 80	41 80		
Electric meters	10	141 11	32 28		
Electric tools and implements	4	6 35	6 35		
Electric laboratory equipment	1	14	14		
Docks and wharves	——	1,000 00			2,000 00
Barge, "Empire State"	1	2,000 00			
General structures	1	110 05	110 05		
Distribution system	1	52 96	52 96		
	——	$77,304 37			

Miscellaneous Investments.— Stocks of associated companies, pledged: stock, Southfield Beach R. R. Co., par value and amount at which carried: $127,500; capital stock, New Jersey & Staten Island Ferry Co., par value and amount at which carried on books, $100,000; income accrued and received during year, $20,000.

Bonds of associated companies, pledged: New Jersey & Staten Island Ferry Co., 6% bonds, par value and amount at which carried on books, $75,000; income accrued and received during year, $4,500.

Other investments, held free: Capital stock, South Shore Amusement Co., money cost to respondent, $26,250; par value and amount at which carried on books, $10,000.[6]

Total: Amount at which carried on books, $312,500; income accrued and received during year, $24,500.

Accounts Receivable from Associated Companies.— Staten Island Midland Railway Co., amount at beginning of year, $139,424.17; advanced during year, $124,345.90; reimbursed during year, $242,[illegible]; amount at close of year, $36,461.23; reimbursed during year, $210,021.72; amount at beginning of year, $[illegible]; advanced during year, $15,[illegible]; New Jersey & Staten Island Ferry Co., amount at beginning of year, $[illegible]; advanced during year, $32,559.42; reimbursed during year, $[illegible]; amount at close of year, $[illegible]; close of year, $7,329.90; Southfield Beach Railroad Co., amount at beginning of year, $[illegible]; advanced during year, $[illegible]; reimbursed during year, $[illegible]; amount at close of year, $[illegible]; $16.86 (Cr.); advanced during year, $5,325.25; reimbursed during year, $[illegible]; amount at close of year, $4,697.56. Total: Amount at beginning of year, $[illegible]; advanced during year, $124,345.90; reimbursed during year, $242,[illegible]; amount at close of year, $27,891.14.

Prepayments.— Taxes, $11,456.65; insurance, $30,943.62; total, $42,[illegible].

Materials and Supplies.— Electric: Bituminous coal, $33,087.00; [illegible] motors, heaters, fans, etc., $2,500.00; poles, $500.00; X arms and pins, $4,[illegible]; [illegible] and cables, $40,875.10; iron guy and suspension wire, $12,850.43; [illegible] $306,595.37; building, $1,500.00; other departments, $207,408.92; total [illegible].

Suspense.— Construction, overhead, $7,416.61; reorganization [illegible] Emergency Fleet Corporation, $38,544.53; total, $50,791.71.

[5] Amount collected as insurance to cover part of fire loss.
[6] Stocks and bonds for $26,250 exchanged under reorganization [illegible] the difference in value, $16,250 being charged to Surplus, in 1908.

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Light and Railroad Company

COME STATEMENT

c-	Kw.hrs. delivered	Rate or average price (cents)	Net amount for year	Increase (D) de[illegible]	Increase (D) de[illegible]
n-					
..	1,840,892	8.98	$165,286 70	[illegible]	[illegible]
..	392,454	10.07	39,535 46	[illegible]	[illegible]
..	126,241	5.15	6,497 15	[illegible]	[illegible]
..	9,266	39.22	3,634 33	[illegible]	[illegible]
..	6,529	9.43	615 96	D	[illegible]
..	4,241,134	10.17	430,768 38	[illegible]	[illegible]
..	12,213,331	3.28	400,640 08	[illegible]	[illegible]
..	18,829,847	5.56	$1,046,978 06	[illegible]	[illegible]
	of electric appliances, and jobbing, $11,695.01;				
			23,515 04	D	[illegible]
			$1,070,493 10		[illegible]

	Cents per kw.hr.[13]			
.....	.26	$90,568 51	[illegible]	[illegible]
.....	1.22	420,826 99	[illegible]	[illegible]
.....	.07	24,265 94	[illegible]	[illegible]
.....	.24	81,710 73	[illegible]	[illegible]
.....	1.79	$617,372 17	[illegible]	[illegible]
artment, $142,- Railway Co., R. R. Co.,				
.....	.....	159,335 18	[illegible]	[illegible]
.....	2.43	$458,036 99	[illegible]	[illegible]
.....	.01	2,661 4[illegible]	[illegible]	[illegible]
.....	.29	55,008 [illegible]	[illegible]	[illegible]
.....	.06	11,091 [illegible]	[illegible]	[illegible]
.....	.06	10,641 [illegible]	[illegible]	[illegible]
.....	.11	19,943 [illegible]	[illegible]	[illegible]
.....	.03	6,18[illegible]	[illegible]	[illegible]
amortization).	.40	74,4[illegible]	[illegible]	[illegible]
.....	3.39	$638,[illegible]	[illegible]	[illegible]
d).....	.25	[14] 46,[illegible]	[illegible]	[illegible]
ion).....	3.63	$684,[illegible]	[illegible]	[illegible]
.....	.06	11,[illegible]	[illegible]	[illegible]
.....	.24	45,[illegible]	[illegible]	[illegible]
.....	.00			
te.....	3.93	$7[illegible]	[illegible]	[illegible]

City of New York for oper[illegible]
ginally by respondent.)
es — gross and preceding ite[illegible]
production expenses — net a[illegible]

m *less* cost of actual repair[illegible]
Co.

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Richmond Light and Railroad Company

MISCELLANEOUS INFORMATION

nt.— Located at Livingston, Staten Island; capacity, 23,000 kw.

Poles and Line Transformers.— See Table XVI.
See Table XVII.
See Table XVIII.
d Disposition of Electric Energy (kw. hrs.).— See Tables X
XXVI.
s.— See Tables XX, XXIII, and XXIV.
— See Tables XXVII and XXIX.
and Wages.— See Tables XXX and XXXI.

President, C. W. Huntington; Vice-President, R. L. Rand
and Auditor, J. E. Phillips; Chief Engineer, W. H. Rudi
Agent, J. F. Fitzgerald.
— C. W. Huntington, R. L. Rand, A. J. Hemphill, H. W.

iness Office.— Terminal Building, New Brighton, N. Y.
rified by J. E. Phillips, Treasurer, April 19, 1921.

RIVERSIDE LIGHT AND POWER COMPANY.

ted April 8, 1911. [On February 14, 1912, the company s
estimate of the City of New York a franchise for a
rivilege of renewal for a further period of ten yea
ompany the right to supply electricity in the territo
street, Twelfth avenue and N. Y. C. & H. R. R.
does not generate current, but receives it under ver
de Cold Storage Co.][1] Its stock is owned by three pe
of the close of the year, Dec. 31, 1920, were: Jo
nron, 24⅓; Chas. F. Kelley, 1.
Changes During the Year.— None. No additional f
ed.

BALANCE SHEET

ASSETS SIDE

)	Cost of plant and equipment.....
)	Materials and supplies.....
5	Accounts receivable .....
7	Franchise[2] .....
)	Investment[3] .....
2	Total .....

LIABILITIES SIDE

3	Accounts payable .....
)	Reserve [for depreciation of fixtures].....
)	Common stock .....
1	Surplus or (D) deficit.....
2	Total .....

Stock.— Date of nominal issue, April 8, 19
hares, par value, $100 each; cash realized,
ing the year.

nual report of respondent for 1913.
Report.

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Riverside Light and Power Company

INCOME STATEMENT

	Net amount for year		Increase or (D) decrease
Operating revenues:			
Commercial metered lighting at 8½¢ per kw. hr.	$3,133 52		$895 07
Commercial metered power at 8½¢ per kw. hr.	59 67		8 67
Commercial flat rate lighting at $90.00 per month	990 00		720 00
Commercial flat rate power at $7.50 per month	86 00		44 00
Total operating revenue	$4,269 19		$1,667 74
Operating expenses:			
Electric current purchased (from Riverside Cold Storage Co.)	$1,800 00		$870 00
Wages	1,800 00		715 00
Attorney's fees	.....	D	15 00
Total operating expenses	$3,600 00		$1,570 00
Taxes	194 05	D	16 89
Total revenue deductions	$3,794 05		$1,553 11
Operating income	$475 14		$114 63
Non-operating income	27 40		4 90
Corporate income	$502 54		$119 53
Deficit, December 31, 1919	2,186 81	D	383 01
Deficit, December 31, 1920	$1,684 27	D	$502 54

MISCELLANEOUS INFORMATION

Power Plant and Equipment.— None; the company does not generate current.

Electric Current Bought and Sold.— Quantity received not known; sold to private consumers, 41,190 kw. hrs.

Employees and Wages.— Number (including general officers), 2; compensation during year $1,800.

Officers.— President, Joseph Conron; Vice-President, Charles F. Kelley; Secretary, John E. Conron.

Directors.— Joseph Conran, John E. Conron, Chas. F. Kelley.

Main Business Office.— 40 Tenth avenue, New York City.

Report verified by John E. Conron, Treasurer, February 26, 1921.

THE STANDARD GAS LIGHT COMPANY OF THE CITY OF NEW YORK

Certificate of incorporation filed February 11, 1886. Stock control of the company was acquired by the Consolidated Gas Co. of New York in May, 1905. Respondent reports it to be the holder of 40,693 shares of preferred stock out of a total outstanding of 41,625 shares and 47,950 shares of common stock out of a total of 49,160 shares outstanding.[1]

Important Changes during the Year.— Under preliminary injunction granted by the Federal Court a rate of 1.00 per M cu. ft. was put in effect July 1, 1920. Modifying order increased this rate to $1.10 on December 1, 1920. These court orders contain provisions for the impounding of the amount collected in excess

[1] [The Consolidated Gas Co. reports in addition ownership of 328 shares of preferred stock and 48 shares of common stock representing certificates not in its own name.]

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The Standard Gas Light Company of the City of New York

of the statutory rate, either by depositing it in court, or by the deposit of substitute security. The Consolidated Gas Co. has acquired 60 additional shares of preferred stock and 36 additional shares of common stock of the respondent. No additional powers or franchises were acquired.

BALANCE SHEET[2]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$176,874 22	Cash	$548,603 88	$371,729 66
2,563 48	Accounts receivable from City of New York	3,164 12	600 64
89,614 72	Consumers' accounts receivable	143,825 25	54,210 53
96,400 64	Current accounts received from assoc'd co.'s	158,495 43	62,094 79
245,023 56	Other accounts receivable	[3] 261,083 16	16,059 60
2,723 06	Interest and dividends receivable (Liberty bond interest)	71 44 D	2,651 72
27,350 00	Other current assets (excluding materials and supplies)	..... D	27,350 00
.....	U. S. Liberty bonds deposited with Special Master Welling at par	152,000 00	152,000 00
396 86	Prepayments — insurance	1,198 38	801 52
264,970 21	Materials and supplies	261,318 56 D	3,651 65
905,916 75	Gross floating capital	1,529,760 22	623,843 47
500 00	Stocks of associated companies	500 00	.....
281,920 87	Other investment securities	142,385 87 D	139,535 00
	Fixed Capital:		
11,437,440 24	Fixed capital, December 31, 1908	11,422,413 21 D	15,027 03
1,994,216 51	Fixed capital installed since 1908	2,123,234 85	129,018 34
13,431,656 75	Total book cost	13,545,648 06	113,991 31
2,879,577 71	Accrued amortization of capital — Cr.[3]	2,923,690 00	44,112 29
10,552,079 04	Cost, less depreciation	10,621,958 06	69,879 02
.....	Unamortized debt discount and expense	[4] 12,434 78	12,434 78
18,609 59	Other suspense	8,985 60 D	9,623 99
.....	Deficit		
$11,759,026 25	Grand total	$12,[illegible]	[illegible]

	LIABILITIES SIDE		
$157,214 64	Taxes accrued	$305,926 91	$148,712 27
.....	Bills payable — due on demand	625,000 00	625,000 00
151,635 83	Consumers' deposits	160,283 84	8,648 01
180,401 97	Accounts payable to associated companies	112,739 00 D	67,662 97
237,523 59	Miscellaneous accounts payable	287,891 13	50,367 54
222 20	Dividends declared, uncalled for	222 20	.....
9,958 32	Interest accrued on funded debt	9,958 32	.....

[2] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, i. e., amortization of the cost of perishable property (see *Depreciation*, page 946); but it reports on the liabilities side of the balance sheet certain reserves ("Renewals *and replacements*, plant withdrawn from service; Contingency reserve") that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily *deducted* from fixed capital or cost of property in the same manner as accumulations *under* the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[3] Includes $233,022.63 for charges for labor and materials *supplies from repair* shop.

[4] Proportionate share of amounts paid by the Consolidated Gas Company of New York to the National City Company as compensation for services rendered in organizing a syndicate to purchase at par $25,000,000, one year [illegible] Gold notes, dated December 1, 1920, $13,079.81; applicable to [illegible] debt outstanding at close of year, $645.03; to be spread over nominal year ending Dec. 31, 1921, $12,434.

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The Standard Gas Light Company of the City of New York

BALANCE SHEET — *Concluded*

December 31, 1919	LIABILITIES SIDE — *Concluded*	December 31, 1920	Increase or (D) decrease
$31,978 06	Interest accrued on unfunded debt	$46,495 31	$14,517 25
13,846 00	U. S. Government bonds — employees payments	.....	D 13,846 00
5,507 29	Other unfunded debt	9,752 49	4,245 20
1,195,000 00	Mortgage bonds	1,195,000 00	.....
92,420 87	Casualties and insurance reserve	97,935 87	5,515 00
.....	Gas sales suspense — net	216,154 21	216,154 21
4,293,600 00	Preferred stock	4,293,600 00	.....
4,955,700 00	Common stock	4,955,700 00	.....
411,017 48	Corporate surplus	.....	D 411,017 48
23,000 00	Special surplus	23,000 00	.....
$11,759,026 25	Grand total	$12,339,659 28	$580,633 03

Contingent Liabilities.— Amount shown under Gas sales suspense, resulting from the increase in the price of gas not included in the earnings pending final action of the United States Supreme Court.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"*Fixed Capital, December 31, 1908.*"— Credits during year on account of retirements: Construction work, $2,087.50; mains, $3.33; services, $10,162.18; meters, $1,877.00; furniture and fixtures, $500.00; cocks and connections, $97.02; horses, carts and autos, $300.00; total, $15,027.03. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments credit	Retired or withdrawn during year	Total cash cost to Dec. 31, 1920
Land occupied by outside holder stations	.....	.....	.....	$3,751 94
Other land	[5] $6,311 07	$250 00	.....	190,394 68
Assessments	2,965 00	.....	.....	2,965 00
General structures	1,172 48	.....	.....	700,491 03
General equipment	19,636 07	353 75	$3,850 16	142,709 92
Works and station structures	940 66	.....	.....	61,700 53
Holders	.....	.....	.....	74,643 13
Furnaces, boilers and accessories	5,494 52	.....	.....	17,158 80
Steam-engines	.....	.....	.....	407 92
Miscellaneous power plant equipment	.....	.....	.....	2,597 80
Water-gas sets and accessories	3,535 65	.....	.....	25,821 87
Purification apparatus	.....	.....	.....	48,351 80
Accessory equipment at works	12,749 21	.....	.....	47,247 62
Trunk lines and mains	.....	.....	.....	253,631 58
Gas services	13,357 73	.....	.....	67,155 40
Gas meters	4,995 00	.....	.....	74,202 61
Gas meter installation — cocks and connections	7,750 03	.....	.....	34,792 20
Gas engines and appliances	59,383 96	3,293 24	3,637 17	322,789 05
Gas tools and implements	140 76	.....	.....	923 06
Other tangible gas capital	2,715 77	600 00	300 00	45,079 81
Engineering and superintendence	261 67	.....	.....	7,410 68
Interest during construction	Cr. 106 92	.....	.....	Cr. 991 58
Total	$141,302 66	$4,496 99	$7,787 33	$2,123,234 85

[5] "Assessments."

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PUBLIC SERVICE COMMISSION —

The Standard Gas Light Company of th

Equipment Retired during t

ss of equipment retired	Number of units retired	Co equipment retired	Amount received
s, pulleys, etc.....	——	$1,687 50	.....
connections.....	——	400 00	.....
ruck	1	3,163 00	$
.....	300	45 00	.....
very truck.....	1	581 65	
ody withdrawn 1919 (ad- corrected withdrawal			
.....	——	60 51	.....
et)	5	3 33	.....
.....	——	10,162 18	.....
.....	285	1,877 00	24
achine	1	500 00	60
l connections.....	——	97 02	.....
d truck.....	2	300 00	50
.....	269	818 87	.....
stallation of lamps which rged to property account vill contain only cost of			
.....	——	2,818 30	.....
GMC truck).....	——	300 00	
l salvage, 108 st sta (1918)	——	——	
l salvage, mains (1919)...	——	——	
temporarily charged to (1919)	——	6,758 03	.....
	——	$29,572 39	$

neous Investments.—Held free: Bond and mortgage December, 1912, actual money cost, $25,634.46; par valu rried on books, $25,000, income accrued during year, $ ion certificates, par value of amount held at close o crued and received during year, $2,938.08. Municipal I common stock held at beginning of year, $500; amoun $500; no income accrued. U. S. Government Liberty t and amount at which carried on books, $171,450; in 0.35. Total book value of investments, $294,885.87; inco

Accounts Receivable from Associated Compan

erdam Gas Co.....	$7,425 81	Consolidated Tel. &	
ual Gas Light Co.	4,888 46	Sub. Co.	
Union Gas Co.....	8,733 95	Astoria Light Heat	
er Lighting Co....	7,661 80	Co.	
Lighting & R. R.		N. Y. & Queens Gas	
.....	399 91	Central Union Gas	
stchester Lighting		Consolidated Gas C	
.....	15 38		
r Gas Co.....	574 30	Total	

Deposits.—$152,000 U. S. Government Liberty loan b Velling, Special Master; first mortgage bonds held by 25,000.

mount was temporarily charged by the company to t in the reserve in 1919 was insufficient to cover total ng a debit balance.

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The Standard Gas Light Company of the City of New York

Miscellaneous Accounts Receivable

Repair shop advances	$233,022 63	Beaver Engineering & Contracting Co.	$1,062 36
National City Bank, old reprint account	1,747 81	U. S. Government (War Department)	4,759 24
F. W. Seagrist, Jr. Co.	1,535 34	Liability insurance trustees.	1,823 58
The Barrett Co.	6,293 38	Interest, Liberty bonds deposited with Special Master	1,802 71
Metropolitan Street Railway Co.	824 28	Miscellaneous	1,561 73
Bradley Constracting Co.	5,025 60		
Oscar Daniels Co.	864 61		
John B. McDonald	739 89	Total	$261,083 16

Materials and Supplies

Generator fuel	$118,888 64	Cast and wrought iron pipes and fittings	$34,390 35
Gas oil	11,117 93	Gas appliances	89,579 01
Iron oxide	184 65		
Coke and breeze	3,583 96		
Water gas tar	3,248 10	Total	$261,318 56
Shavings	325 92		

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Preferred stock	Common stock	First mortgage bonds
Nominal date of issue	———	———	May 1, 1890
Date of maturity	———	———	May 1, 1930
Interest rate and dates	———	———	5% M. & N.
Denominations	1 share = $100	1 share = $100	$1,000 00
Authorized by company	[7] 5,000,000 00	[7] 5,000,000 00	1,500,000 00
By public authority	5,000,000 00	5,000,000 00	1,500,000 00
Only nominally issued	704,300 00	.....	.....
Actually issued, prior to year	4,295,700 00	5,000,000 00	1,500,000 00
Cash and property consideration	([8])	([8])	([9])
Reacquired and retired	.....	.....	265,000 00
Reacquired and held alive	2,100 00	44,300 00	40,000 00
Held free	2,100 00	44,300 00	[10] 15,000 00
Pledged	.....	.....	25,000 00
Actually outstanding	4,293,600 00	4,955,700 00	1,195,000 00
Interest accrued and dividends declared	.....	.....	[11] 59,750 00
Interest charged to income and paid.	.....	.....	59,750 00
Interest and dividends not due	.....	.....	9,958 32
Interest and dividends matured and unpaid	.....	.....	.....
Trustee under mortgage	———	———	Bankers' Trust Co.

Other Suspense.— Total debits $10,510.47, including Gas appliance rentals unpaid, $3,237.46; expenditures in re — 117th street property, $6,418.30. Credits: sundry real estate items, $604.09; gas rate appeal No. 2, $700; sundry petty items, $220.78; net debit balance, $8,985.60.

[7] By stockholders.
[8] A large portion of the respondent's capital stock was issued directly for its plant and property.
[9] Equivalent value in cash and property.
[10] Treasury bonds to the amount of $25,000 are pledged under trust agreement with Lincoln Trust Co.
[11] Does not include interest on reacquired bonds.

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The Standard Gas Light Company of the City of New York

Bills and Accounts Owing to Associated Companies

Consolidated Gas Co.[13]	$708,152 28	National Coke & Coal Co.	$2,069 68
New York Edison Co.	733 55	New Amsterdam Gas Co.	1,911 09
Central Union Gas Co.	2,702 32	N. Y. Mutual Gas Lt. Co.	5,059 73
Astoria Lt., Ht. & Power Co.	16,187 07	Westchester Ltg. Co.	777 60
East River Gas Co.	145 68		
		Total	$737,739 00

Miscellaneous Accounts Payable

Unclaimed wages	$489 35	Williams & Peters	$11,835 79
T. Garner & Co.	11,750 00	Standard Oil Co.	118,262 14
Lehigh & Wilkesbarre Coal Co.	19,944 93	Miscellaneous items	57,159 33
Madeira Hill & Co.	16,696 76	Due consumers on account 20 — cent repayment	51,762 83
		Total	$287,891 13

Other Unfunded Debt.— Wages accrued $9,481.18; water charges accrued, $371.31; total, $9,752.49.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance, Dec. 31, 1920
Renewals and replacements — plant withdrawn from service	$85 58	$79,662 51	$35,550 22	$44,197 87
Contingency [13]	2,879,492 13	.....	.....	2,879,492 13
Insurance participation	92,420 87	5,515 00	.....	97,935 87
Gas sales suspense	.....	[14] 216,154 21	.....	[15] 216,154 21

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year	Increase or (D) decrease
Operating revenues — Sales of gas:				
Lighting municipal buildings	11,198.0	$0.75	$8,398 47	$1,404 00
Prepaid gas	443,898.2	0.80	[15] 355,118 56	60,956 00
Commercial metered lighting	2,200,320.7	0.80	[15] 1,760,216 56	196,572 52
Total sales	2,655,416.9	———	$2,123,733 59	$258,932 52
Miscellaneous revenues: Commissions on other's gas, $288.47 [16]; rent of gas appliances, $134,087.41; gas merchandise and jobbing revenue, $41,802.85 [17]; joint gas rent revenue, $30,303.96 [18]; other miscellaneous gas revenue, $131,588.54			338,071 23	54,628 64
Total operating revenues			$2,461,804 82	$313,561 16

[13] Includes $625,000 one year, 8 per cent. gold notes, dated December 1, 1920.
[14] See *Depreciation*, page 946.
[15] See note 17.
[15] Under preliminary injunction granted by the federal court, a rate of $1.00 per M cu. ft. was put into effect July 1, 1920, which was increased to $1.10 as of Dec. 1, 1920, under a modifying order. The amount collected in excess of the 80¢ statutory rate, $216,154.21 was impounded pending final judgment in the action.
[16] A commission of 10% is charged on gas transferred to Central Union Gas Co. on $2,884.73 or $288.47.
[17] Consists of receipts from sale of merchandise and from jobbing, $196,750.78, *less* cost of materials sold, $154,947.93, revenue, $41,802.85.
[18] See *Joint Facilities and Arrangements*.

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The Standard Gas Light Company of the City of New York

INCOME STATEMENT — *Concluded*

	Cents per M cu.ft.[19]	Net amount for year	Increase or (D) decrease
Operating expenses:			
Gas making labor	5.20	$144,173 07	$40,005 47
Boiler fuel	4.59	127,281 20	36,943 51
Generator fuel	16.17	448,314 69	179,729 25
Gas oil	29.41	815,746 75	147,365 09
Other supplies and expenses	3.27	90,796 66	27,618 20
Repairs at works	2.62	72,573 32	13,820 35
Total works expense	61.26	$1,698,885 69	$445,481 87
Less residuals produced	3.64	101,007 87	13,949 71
Net cost of gas in holder	57.62	$1,597,877 82	$431,532 16
Add net cost of gas transferred from associated companies	———	[20] 79,839 77	37,674 88
Total production expenses	63.18	$1,677,717 59	$469,207 04
Transmission and distribution	12.91	342,698 36	58,720 26
Commercial administration	5.66	150,332 49	20,606 72
Promotion of business	1.39	36,844 93	5,413 33
General (excluding depreciation)	6.72	178,510 94	29,726 00
Total of foregoing	89.86	$2,386,104 31	$583,673 35
Renewals and replacements — plant withdrawn from service [21]	3.00	79,662 51	9,710 35
Total (including amortization) [21]	92.86	$2,465,766 82	$593,383 70
Uncollectible bills	0.15	3,891 63	454 40
Tax accruals	10.22	271,477 45	7,235 09
Joint facility rents [18]	2.56	68,083 05	15,402 00
Total of expenses, taxes, etc.	105.79	$2,809,218 95	$616,475 19
Operating income — *Loss*		$347,414 13	D $302,914 03
Non-operating income: Interest on real estate mortgage, $952.73; on insurance participation certificates, $2,938.08; on bank balances, $3,244.19; on U. S. Government Liberty loan bonds, $7,280.35; on cash deposited with R. Welling, Special Master, $476.58; *less* non-operating taxes, $36.93		14,855 00	1,165 27
Gross corporate income — *Loss*		$332,559 13	D $301,748 76
Deductions from gross income: Interest accrued on funded debt, $59,750; on taxes, $12,051.50; on consumers' deposits, $6,757.04; on advances from associated companies, $9,906.83; amortization of debt discount and expense, $645.03		89,110 40	4,871 23
Net corporate income — *Loss*		$421,669 53	D $306,619 99

[19] The ratios for net cost of gas in holder and preceding items are based on 2,773,101 M cu. ft. of gas made; those for total production expenses and following items on 2,655,416.9 M cu. ft. sold.

[20] See *Intercompany Purchases, Sales, etc.*

[21] The company makes no charge to operating expense account "General Amortization." Instead it has included in operating expenses an unauthorized account "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to "Renewals and replacements — plant withdrawn from service" reserve. See *Depreciation*, page 946.

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The Standard Gas Light Company of the City of New York

CORPORATE SURPLUS	Amount
Surplus, December 31, 1919	$411,017
Refund on account of shortage of a coke shipment in 1919	678
Total	$411,695
Debit balance for year transferred from Income Acct.	$421,695
Other deductions: Payment for legal services in connection with gas rate appeal No. 2 during 1919, $7,058.50; proportion of salary and expenses of special statistician prior to 1920, $2,726.99; adjustment of price of Oil Tar sold during a portion of year 1919, $3,875.52	$13,661
Total debits	$435,356
Deficit, December 31, 1920	[22] $23,634

Intercompany Purchases, Sales, Rents, etc.

	M cu.ft.	Expense	Average per M cu.ft.
For gas supplied to.—			
Consolidated Gas Co.	1,423.4	Cr. $855 05	$.60
Central Union Co.	4,903.5	Cr.[23] 2,884 73	.588
Total	6,326.9	Cr. $3,739 78	$.591
For gas received from —			
Consolidated Gas Co.	17,152.8	$10,303 85	$.600
New Amsterdam Gas Co.	119,552.2	73,275 70	.6129
	136,705.0	$83,579 25	$.6114

Joint Facilities:	Total compensation	Operating rent charges	Credited to revenue
Consolidated Gas Co., use of distributing system.	$230 35	$230 35	.....
New Amsterdam Gas Co., manf'g plant capacity.	2,674 33	2,674 33	.....
N. Y. Mutual Gas Co., manf'g plant capacity..	60,716 76	60,716 76	.....
Central Union Gas Co., use of distributing system	2,713 44	2,713 44	.....
East River Gas Co., use of distributing system.	1,748 17	1,748 17	.....
Consolidated gas Co., use of 62 st. boiler and governor house	4,626 92	.....	$4,626 92
Astoria Lt. Ht. & Power Co., use of 48-inch main under Harlem river	14,958 55	.....	14,958 55
New Amsterdam Gas Co., use of 48-inch main under Harlem river	6,216 00	.....	6,216 00
Central Union Gas Co., use of 48-inch main under Harlem river	4,502 49	.....	4,502 49
Total	$98,387 01	$68,083 05	$30,303 96

Sales of Residuals and By-products — See Table XI.

Operating Expenses.— For details, see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 9, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — Gas" and concurrent credit to "Accrued amortization of capital" of 16.2 cents per M cu. ft. sold (*less* the cost of actual repairs). The company's proceedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead it has included in

[22] Exclusive of $23,000, special surplus.
[23] Respondent credits a charge of $288.47 to revenue.

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The Standard Gas Light Company of the City of New York

operating expenses, without authority from the commission, the item "Renewals and Replacements — plant withdrawn from service," charging thereto in 1920, 2¢ per M cu. ft. of gas sold.

Taxes.— See Table XLIII.

MISCELLANEOUS INFORMATION

Works and Holders.— See Tables II–IV.
Mains.— *See* Table V.
Services.— See Table VI.
Meters.— See Table VII.
Source and Disposition of Gas.— See Table XII.
Materials and Residuals.— See Tables IX and XI.
Accidents.— See Tables XXVII and XXXVIII.
Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, W. Greeley Hoyt; Vice-President and Treasurer, Benjamin Whitely; Secrtary, John E. Sanborn.

Directors.— Wm. P. Hardenburgh, Wm. J. Nevins, W. Greeley Hoyt, Alexander S. Webb, George B. Cortelyou, Augustus V. Heely, James McAlpin Pyle, John A. Garver, Edwin S. Marston.

Main Business Office.— 32 West 125th street, New York City.

Report verified by W. Greeley Hoyt, President, March 25, 1921.

THE UNITED ELECTRIC LIGHT AND POWER COMPANY

Incorporated February 3, 1887. Supplies electric energy in the Borough of Manhattan [For corporate history see Annual report, 1910, Vol. I, 247–252.]

On December 31, 1920, the Consolidated Gas Co. was the holder of record of 16,415 shares of preferred stock and 34,984 shares of common stock out of a total of 52,993 shares outstanding.

Important Changes during Year.— Issue to the Consolidated Gas Co. of $8,825,000, 7% debentures in discharge of its demand notes and demand loans. No new powers or franchises were acquired.

BALANCE SHEET[1]

December 31, 1919	ASSETS SIDE	December 31, 1920	Increase or (D) decrease
$622,632 35	Cash	$3,964,043 20	$3,341,410 85
35,175 30	Accounts receivable from City of N. Y.	33,719 36	D 1,455 94
427,559 47	Consumers' accounts receivable	692,451 39	264,891 92
508,280 94	Current accounts receivable from asso. co.'s	631,013 02	122,732 08
83,266 08	Other accounts receivable — Sundry debtors.	106,482 48	23,216 40
9,107 85	Interest and dividends receivable	9,117 58	9 73
42,000 00	U. S. Liberty bonds for accounts of employees	.....	D 42,000 00
858 61	Prepayments	20,255 78	19,397 17
797,499 19	Materials and supplies	865,178 00	67,678 81
1,048,264 50	Stocks of associated companies	1,048,264 50	.....
4,856 25	Funded debt of associated companies	4,856 25	.....
50,000 00	Advances to associated companies	.....	D 50,000 00

[1] [This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortisation of the cost of perishable property (see *Depreciation*, page 955); but it reports on the liabilities side of the balance sheet certain reserves (Renewals and replacements — plant withdrawn from service; Contingency reserve) that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are neecssarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.]

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The United Electric Light and Power Company

BALANCE SHEET — *Concluded*

December 31, 1919	ASSETS SIDE — *Concluded*	December 31, 1920	Incr (D) d
$713,750 00	U. S. Liberty bonds	$722,150 00	$
114,239 04	Other investment securities	126,013 22	11
9,596,820 91	"Fixed Capital, December 31, 1908"	9,461,026 35	D 13
15,678,917 78	Fixed capital installed since 1908	19,130,613 91	3,451
25,275,738 69	Total book cost	*28,591,640 26*	*3,315*
3,144,788 38	Accrued amortization of capital — Cr.[1]	*3,249,392 67*	*10*
22,130,950 31	Fixed capital — net	*25,342,247 59*	*3,211*
.....	Unamortized debt, discount and expense	134,106 93	134
$26,588,439 89	Total	$33,699,899 30	$7,111.
	LIABILITIES SIDE		
$259,236 03	Taxes accrued	$447,855 78	$188.
1,012,479 6	Bills payable — due on demand	.....	D 1,012,
.....	Bills payable — due on time	700,000 00	700,
263,974 00	Consumers' deposits	275,485 00	11,
986,592 07	Accounts payable to associated companies	720,429 66	D 266.
250,906 63	Miscellaneous accounts payable	365,542 17	114,
1,203,300 00	Interest accrued on funded debt	1,203,300 00	.....
210,272 38	Interest accrued on unfunded debt	250,106 08	39,
22,225 35	Employees Liberty bond payments	.....	D 22,
4,818,000 00	Mortgage bonds	4,818,000 00	.....
60,000 00	Real estate mortgages	87,500 00	27,
.....	Ten year seven per cent debentures	8,825,000 00	8,825,
8,825,000 00	Construction advances owing to ass'd co's.	6,500,000 00	D 2,325,
111,759 04	Casualties and insurance reserves	123,533 22	11,
1,642,238 03	Preferred stock	1,642,238 03	.....
3,657,445 71	Common stock	3,657,445 71	.....
18,750 00	Special surplus[2]	18,750 00	.....
3,246,260 96	Corporate surplus	4,064,713 65	818,
$26,588,439 89	Total	$33,699,899 30	$7,111.

Contingent Liabilities.— Guarantors of $275,000 of bonds of The Brush Electr Illuminating Co. of New York.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908."— Credits during year on account of ret ments: Apparatus, 146th street, $43.50; apparatus, waterside, No. 1, $100,873.40; stallations, $13,460.62; cable in ground, $20,993.98; subsidiaries, $264.06; office furnit $159; total, $135,794.56. (Balances in the several sub-accounts were shown in 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year	Total cos cost to De 31, 1920
Land devoted to gas operations:				
Occupied by generating stations	$92,264 33	.....	.....	$971,713
Occupied by outside substations	175 00	.....	.....	85,62
Assessments	7,878 60	.....	.....	7,878
Other land	.....	.....	.....	27,136
Other intangible capital assessments	6,517 60	.....	.....	6,517

[1] See this note on preceding page.
[2] Par value of reacquired capital stock.

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The United Electric Light and Power Company

Fixed Capital Installed since December 31, 1908 — Concluded

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year	Total cash cost to Dec. 31, 1920
General structures	$378 46	.....	.....	$183,858 22
General equipment	55,045 39	.....	$13,166 92	327,939 23
Intake — water tunnel	300,111 22	.....	.....	403,789 66
Wharf — Hell gate	201,939 63	.....	.....	201,939 63
Power plant buildings	437,147 79	.....	.....	2,715,991 46
Power plant, artesian well	.....	.....	.....	5,502 00
Furnaces, boilers, and accessories	403,084 32	.....	.....	1,850,456 61
Steam turbines	548,316 68	.....	.....	1,667,313 17
Turbo-generators	82,893 22	.....	851 29	813,792 18
Accessory electric power equipment	142,450 76	.....	1,689 93	1,121,840 97
Miscellaneous power plant equipment	52,672 97	.....	.....	171,052 78
Substation buildings	116,642 25	.....	.....	357,510 65
Substation equipment	89,786 80	.....	1,324 26	971,678 40
Transmission system	369,425 15	.....	64,275 81	1,600,239 69
Distribution system — underground	345,025 56	.....	112,659 95	2,422,391 10
Line transformers and devices	111,868 13	.....	2,743 00	1,264,413 23
Electric services	165,897 15	.....	3,270 95	746,698 10
Electric meters	38,787 79	.....	1,074 22	505,617 12
Municipal street lighting system	24,512 12	.....	255 91	320,262 81
Commercial arc lamps	.....	.....	52 00	34 59
Glower lamps	.....	.....	.....	9,292 37
Electric motors and heaters	.....	.....	.....	23 48
Electric tools and implements	2,940 41	.....	650 00	10,322 18
Electric laboratory equipment	487 23	.....	.....	8,343 04
Other tangible electric capital	.....	.....	.....	1,214 11
Construction contributions	Cr. 180 00	.....	.....	Cr. 180 00
Taxes during construction	9,394 00	.....	.....	29,380 45
Interest during construction	47,137 07	.....	.....	294,753 80
Miscellaneous construction expenditures	1,110 74	.....	.....	15,914 16
Total	$3,653,710 37	.....	$202,014 24	$19,130,613 91

Improvements on Leased Property.— On property leased from estate of Fred S. Myers, 520–24 West 24th street: balance at beginning of year, $68,018.41; installed during year, $314.15; balance at close of year, $68,332.56.

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount recovered from other companies	Amount charged to renewals and replacements — plant withdrawn from service
Fans	2	$28 69	$28 69	.....	.....
Relays	19	562 82	345 32	.....	$217 50
Automobiles	4	11,999 38	9,050 00	$1,634 38	1,265 00
Meters	64	1,400 68	548 87	.....	851 81
Transformers	93	15,603 31	285 56	1,529 93	13,787 82
Switches	2	85 75	.....	.....	85 75
Electric services	6	626 23	.....	370 41	255 82
Subsidiaries	7	444 42	361 23	67 69	15 50
Arc lamps	3	52 00	.....	.....	52 00
Turbine units	1	101,473 40	101,473 40	.....	.....
Feeders	2	21,808 96	21,808 96	.....	.....
Cable	175,704 ft.	178,347 51	70,053 57	24,065 33	84,228 61

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The United Electric Light and Power Company

Equipment Retired during the Year — Concluded

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Amount recovered from other companies	Amount charged to renewals and replacements — plant withdrawn from service
Office furniture	32	$1,729 52	$761 27	$120 00	$848 25
Parts of sub-station equipment	191	3,646 13	3,310 67	.....	335 46
Total	———	$337,808 80	$208,027 54	$27,837 74	$101,943 52

Miscellaneous Investments [3]

NAME OF ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition	Amount at which carried on books	Income accrued during year
Stocks of associated companies:				
Consolidated Tel. & El. Sub. Co.[4]	$200,000	1899	$50,000 00	.....
Brush Elec. Illum. Co.[4]	999,000	1890–1905	998,262 50	.....
Ball Elect. Illum. Co.	129,500	1890–1902	2 00	.....
Funded debt of associated companies				
N. Y. Gas Elec. L., H. & P. Co., 4%, 1949	5,000	1901	4,856 25	$200 00
Advances to associated companies				
Brush Elec. Illum. Co.	———	———	———	2,229 92
Other investments:				
Westinghouse Elect. Mfg. Co., stock	2,250	1890–1908	2,480 00	180 00
Fire insurance participation cert. 3%.	———	1904–1918	123,533 22	3,706 00
U. S. Liberty bonds, 3½%, 1947	16,150	1918	16,150 00	565 26
U. S. Liberty bonds, 4¼%, 1942	10,100	1918	10,100 00	429 25
U. S. Liberty bonds, 4¼%, 1928	667,450	1918–1919	667,450 00	28,365 03
U. S. Liberty bonds, 4¼%, 1938	20,050	1919	20,050 00	852 13
U. S. Liberty bonds, 4¾%, 1923	8,400	1920	8,400 00	369 22
Total	———	———	$1,901,283 97	$36,896 81

Accounts Receivable from Associated Companies

N. Y. Gas, E. L., H. & P. Co.	$83 33	Consoltd. Gas Co. of N. Y.	$1,090 35
N. Y. & Queens E. L. & P. Co.	209,616 35	Con. Tel. & Elec. Sub. Co.	1,162 61
Westchester Ltg. Co.	152,672 30	Yonkers E. L. & P. Co.	5,438 47
N. Y. Edison Co.	[5] 244,961 28	Bronx Gas & Elec. Co.	15,988 33
		Total	$631,013 02

Prepayments.— Prepaid insurance, $383.56; prepaid interest, $19,872.22; total, $20,255.78.

[3] All are held free with the exception of the stock of the Consolidated Telegraph & Electric Subway Co., which is pledged with the Consolidated Gas Co., and the stock of the Brush Electric Illuminating Co., of N. Y., which is pledged with the Union Trust Co., of N. Y. trustee.

[4] Pledged, see note 3.

[5] Certain items are in dispute: Charges amounting to $55.347.26 for current furnished to the City of New York are included.

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The United Electric Light and Power Company

Materials and Supplies

Coal, bituminous	$54,900 32	Switches	$24,394 05
Lamps	50,793 37	Tubes — condenser	51,855 97
Cable	162,442 72	Valves	14,469 60
Coils	11,438 96	Appliances	81,854 13
Copper, wire	12,551 86	Reels	16,451 50
Fuses	12,039 49	Copper	31,513 30
Pipe — iron	10,216 44	Lead	21,908 97
Pipe — steel	10,311 56	Miscellaneous	298,095 76
		Total	$865,178 00

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	Preferred stock	First mortgage bonds	Ten-year debentures
Nominal date of issue	———	———	July 1, 1894	Jan. 1, 1921
Date of maturity	———	———	July 1, 1924	Jan. 1, 1931
Interest rates and dates	———	———	5%, J. & J.	7%, J. to J.
Denominations	1 share = $100	1 share = $100	$1,000 00	$1,000, $500
Authorized by company	$3,697,100 00	$1,649,500 00	$10,000,000 00	———
By public authority	3,697,100 00	1,649,500 00	4,848,000 00	$8,825,000 00
Only nominally issued	10,654 29	7,011 97	247,000 00	———
Held free	10,654 29	7,011 97	247,000 00	———
Actually issued prior to year	3,686,445 71	1,642,488 03	4,848,000 00	———
Cash realized	(6)	(6)	(6)	(7)
Reacquired and held alive	29,000 00	250 00	30,000 00	———
Held free	29,000 00	250 00	30,000 00	———
Actually outstanding	3,657,445 71	1,642,238 03	4,818,000 00	8,825,000 00
Interest accrued and dividends declared	.....	.....	240,900 00	———
Interest charged to income	———	———	240,900 00	———
Interest and dividends paid	.....	.....	240,900 00	———
Interest and dividends matured and unpaid	.....	.....	1,203,300 00	———
Trustee under mortgage	———	———	Central Union Trust Co. of N. Y.	

Bills and Accounts Owing to Associated Companies.— Working advances: Consolidated Gas Co., open account loan at 7%, amount owing at close of year, none; interest accrued during year, $245,671.24; interest paid during year, $241,547.25. Construction advances: Consolidated Gas Co., demand loans at 8%, amount owing at close of year, $6,500,000; interest accrued during year, $461,700.56; interest paid during year, $436,596.50. Current accounts payable: Consolidated Gas Co., $145,845.40; New York Edison Co., [8] $453,631.46; Con. Tel. & El. Sub. Co., $11,788.11; Westchester Ltg. Co., $60,459.22; N. Y. & Queens El. L. & P. Co., $15,117.84; Yonkers E. L. & P. Co., $33,587.63; total, $720,429.66.

Miscellaneous Accounts Payable.— Sundry creditors for materials purchased, $147,898.58; Westinghouse Elec. Mfg. Co., $44,196.97; Worthington Pump & Mach. Co., $65,800; P. J. Carlin Co., $96,292.62; M. J. Dougherty Co., $11,354; total, $365,542.17.

[6] Stocks and bonds of respondent were "sold for property and cash." No details are reported.
[7] Issued in discharge of like amount of obligations to the Consolidated Gas Co., consisting of demand notes and demand loans.
[8] Certain items are in dispute.

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The United Electric Light and Power Company

Reserves.— Contingency [9]: Credit balance at beginning and end of year, $2,732,-
5.60; Renewals and replacements — plant withdrawn from service [9]: Credit bal-
nce at beginning of year, $411,622.78; credits during year, $217,706.43; charges
uring year, [10] $113,102.14; credit balance at end of year, $516,227.07. Fire insurance
rticipation certificates: Credit balances at beginning of year, $111,759.04; credits
uring year, $11,774.18; credit balance at end of year, $123,533.22.

INCOME STATEMENT

	Kw.hrs. delivered	Average price (cents)	Net amount per year		Increase or (D) decrease
Operating revenue — sales of electric current					
Municipal street lighting:					
Nitrogen	1,913,334.0	5.70	$107,973 54		$462 01
Incandescent	316,894.0	7.09	22,350 70		617 23
Lighting municipal buildings	993,457.2	5.17	51,357 82		4,362 85
Municipal heat and power	229,507.8	4.86	11,154 11		470 59
Miscellaneous electric revenue (municipal)	61,272.0	6.00	3,676 32		140 16
Commercial metered lighting	60,532,823.4	6.07	3,671,989 49		214,932 63
Commercial metered power	8,486,178.2	6.37	540,526 06		35,218 91
N. Y., N. H. & H. R. R. Co.	49,056,364.0	1.50	733,793 07		276,081 54
Other electrical corporations	9,472,185.7	2.45	232,445 53	D	1,967,233 78
Breakdown service	66,143.0	25.59	16,926 45		1,789 13
Miscellaneous sales of current	45,258,920.0	1.41	637,422 49		267,971 43
Total sales of current	176,387,079.3	3.42 [11]	$6,029,615 48	D	$1,165,180 80
Miscellaneous operating revenues: Electric merchandise and jobbing revenue, [12] $54,777.62; joint electric rent revenue, $363,182.73; other miscellaneous electric revenue, $4,461.00			422,421 35		371,349 63
Total operating revenues			$6,452,036 93	D	

	Cents per kw. hr.[13]			
Operating expenses:				
Power plant labor	0.078	$313,570 23		
Fuel for power	.771	3,096,225 27		
Other supplies and expenses	.009	33,224 09	I	
Repairs	.063	253,332 74		
Cost of current generated	.921	$3,696,352 33		
Less current made for associated companies at	1.210	2,134,376 57		
Add electricity received from associated companies at	0.221	389,530 88	I	
Total production expenses	1.106	$1,951,506 64	D	
Transmission	.104	183,122 85		
Distribution	.240	422,435 49		
Commercial utilization	.047	83,413 51		
Municipal street lighting expenses	.025	44,754 94		
Commercial administration	.078	138,261 17		

[9] See note 1 and *Depreciation*, page 955.
[10] Sundry charges for fixed capital retired, $101,943.52; materials an
unked, $11,158.62.
[11] After deducting discounts and abatements, $3,304.55.
[12] Receipts from sale of merchandise and from jobbing, $178,877.79; les
aterial sold, $124,100.17.
[13] Based on 176,387,079.3 kw.hrs. sold except items of generating cost,
based on 401,505,700 kw. hrs. net output.

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The United Electric Light and Power Company

INCOME STATEMENT — *Concluded*

	Cents per kw.hr.[13]	Net amount for year	Increase or (D) decrease
Operating expenses — *Concluded:*			
Promotion of business	.142	$250,123 86	$71,741 91
General expenses (excluding depreciation)	'103	181,220 10	D 240,583 21
Total of foregoing	1.845	$3,254,838 56	D $1,108,089 62
Renewals and replacements — plant withdrawn from service [14]	0.123	217,706 43	8,847 03
Total including amortization [14]	1.968	$3,472,544 99	D $1,099,242 59
Uncollectible bills	0.007	11,566 80	3,180 34
Tax accruals	.275	484,442 01	65,329 14
Municipal rents and non-tax charges	.003	5,311 88	D 1,334 19
Subway duct rents	.343	605,719 22	3,458 73
Joint facility rents	.000	565 24	565 24
Miscellaneous operating rents	.003	5,246 86	D 151 50
Total of expenses, taxes, etc.	2.599	$4,585,397 00	D $1,028,194 83
Operating income		$1,866,639 93	$234,363 66
Non-operating income: Interest on special deposits, $2,868.45; on bank balances, $8,226.16; on U. S. Liberty bonds, $30,580.89; on advances to Brush Electric Illuminating Co., $2,229.92; on bonds, $200; on fire insurance participation certificates, $3,706; individual revenues, $180		47,991 42	D 1,945 45
Gross corporate income		$1,914,631 35	$232,418 21
Deductions from gross income: Interest on funded debt, $240,900; on amortization of debt discount and expense, $6,335.65; on consumers' deposits, $9,778.75; on taxes, $10,783.22; on mortgages, $3,350; on unfunded coupons and deferred interest due Consolidated Gas Co., $79,950.82; on advances by Consolidated Gas Co., $707,371.80; Port Morris Land & Imp. Co., $412.50; on deposits of National City Bank, $63,013.90; less, interest during construction, $47,137.07		1,074,759 57	207,026 44
Net corporate income		$839,871 78	$25,391 77

CORPORATE SURPLUS

		Amount
Surplus, December 31, 1919		$3,246,260 96
Balance for year transferred from income		839,871 78
Energy billed to the Westchester Lighting Co., applicable to year 1919.		12,073 39
Net proceeds of an adjustment made with the City of New York on account of cables crossing over Queensborough bridge		2,827 68
Total		$4,101,033 81
Interest paid by the Consolidated Gas Co. of N. Y. for account of respondent prior to 1904	$1,518 65	
Energy generated by the Westchester Lighting Co. as per contract applicable to year 1919	34,801 51	
Total deductions		36,320 16
Surplus, December 31, 1920		$4,064,713 65

[13] For this note, see preceding page.

[14] [The company makes no charge to the operating expense account General amortization. Instead it has included in operating expenses an unauthorized account "Renewals and replacements — plant withdrawn from service" for which concurrent credit is made to a reserve account of the same name. See *Depreciation*, page 955.]

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The United Electric Light and Power Company

Municipal Street Lighting[15]

LAMPS	Number	Price per year	Amount of revenue	Consumption kw.hrs.
400 watt a. c. nitrogen	436	$83 50		
300 watt a. c. nitrogen	444	76 50		
200 watt a. c. nitrogen	672	46 00	$107,973 54	1,913,334
300 watt a. c. nitrogen	68	76 50		
150 watt a. c. nitrogen	74	38 00		
400 c. p. a. c. mazda	46	74 50		
25 watt a. c. mazda	88	22 50		
100 watt a. c. mazda	580	28 00	22,350 70	316,894
100 watt a. c. mazda	67	28 00		
Total	2,475	——	$130,324 24	2,230,228

Contracts and Sales According to Rate Classification

	Number of contracts	Number of active meters	Kw.hrs. delivered	Amount of revenue (net)
Municipal street lighting nitrogen.	1	——	1,913,334	$107,973 54
Municipal street lighting incdt.	1	——	316,894	22,350 70
Municipal buildings lighting elect.	1	122	993,457	51,357 82
Municipal heat & power elect.		46	229,508	11,154 11
Misc. elect. revenue municipal	9	14	61,272	3,676 32
Commercial metered lighting:				
Retail general rate	68,003	69,470	48,159,875	3,210,356 48
Wholesale	81	239	10,463,470	395,981 21
Auto stg. battery & refrigeration.	33	53	1,205,662	44,584 84
High tension at consumers' meters	5	5	703,816	20,566 96
Commercial metered power	1,812	1,812	8,486,178	540,526 06
Railroad corporations	1	4	49,056,364	733,793 07
Other electric corporations	5	428	9,472,186	232,445 53
Breakdown service	8	77	66,143	16,926 45
Miscellaneous sales of current	18	44	45,253,920	637,422 49
Total	69,978	72,314	176,387,079	$6,029,615 58

Intercompany Purchases, Sales, Rents, Etc.[16]

For electricity sold to —	Quantity (kw.hrs.)[16]	Total compensation	DISTRIBUTION Charged to expense	DISTRIBUTION Credited to revenue
The N. Y. Edison Co.[17]	100,318,075	$1,222,951 23	.....	$1,222,951 23
The N. Y. Edison Co.	[18] 3,945,186	154,154 05	.....	154,154 05
The N. Y. & Queens Co.	79,689,481	1,004,297 52	.....	1,004,297 52
The Westchester Ltg. Co.	56,302,426	664,725 64	.....	664,725 64
Bronx Gas & Electric Co.	630,800	12,726 49	.....	12,726 49
Total to associated companies.	240,885,968	$3,058,854 93	.....	$3,058,854 93
The N. Y., N. H. & H. R. R. Co.	49,056,364	733,793 07	.....	733,793 07
Total	289,942,332	$3,792,648 00	.....	$3,792,648 00

[15] Number of hours burning per year, 4,050.
[16] High tension current except as noted.
[17] Includes 4,896,200 kw. hrs. delivered to Knickerbocker Ice Co., and reported as sold to N. Y. Edison at $65,564.99.
[18] Low tension current.

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The United Electric Light and Power Company

Intercompany Purchases, Sales, Rents, Etc.[16]— Concluded

	Quantity (kw. hrs.)[16]	Total compensation	DISTRIBUTION Charged to expense	DISTRIBUTION Credited to revenue
For electricity purchased from —				
The N. Y. Edison Co.	29,444,042	$339,954 92	$339,954 92	.....
The N. Y. Edison Co.	[15] 7,622,172	369,828 06	369,828 06	.....
The N. Y. & Queens Co.	440,930	17,288 58	17,288 58	.....
The Westchester Ltg. Co.	833,686	30,772 67	30,772 67	.....
The N. Y. Edison	3,852	221 94	221 94	.....
Total	38,344,682	$758,066 17	$758,066 17	.....
To joint facilities —				
The N. Y. Edison Co., cable house		$215 28	$215 28	.....
Cables crossing at 209th street		349 96	349 96	.....
Total		$565 24	$565 24	.....
Feeders over Queensboro bridge		$3,600 00	.....	$3,600 00

Operating Expenses.— See Table XXXVI.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of March 2, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — electric." The rule failed to state that the concurrent credit would be made "Accrued amortization of capital." The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead, it has included in operating expenses without authority from the Commission the item "Renewals and replacements — plant withdrawn from service" charging thereto in 1919, and 1920, 0.3¢ per kw.hr. of electric current sold to general consumers.

Taxes.— See Table XLIII.

Rent Charges.— Subway duct rents: Consolidated Telegraph & Electric Subway Co., trunk transmission ducts, $181,270.46; trunk distribution ducts, $424,448.76; total, $605,719.22. Miscellaneous rents: City of New York, 201st street and Harlem river, land under water, $2,561.88: wharfage, $2,750; 24 East 42d street, 1493 Broadway Corporation, $1,000.56; sundry owners, transformer spaces in various locations, $4,246.30; total, $10,558.74.

MISCELLANEOUS INFORMATION

Power Plant.— Located at 201st street and Ninth avenue; capacity, 129,000 kw. (See Table XV.)

Circuits, Poles, and Line Transformers.— See Table XVI.

Services.— See Table XVII.

Meters.— See Table XVIII.

Source and Disposition of Electric Energy (kw.hrs.).— See Tables XXI, XXII, XXV and XXVI.

Load Data.— See Tables XX, XXIII and XXIV.

Accidents.— See Tables XXVII and XXIX.

Employees and Wages.— See Tables XXX and XXXI.

Officers.— President, Nicholas F. Brady; Vice-Presidents, Thomas E. Murray, Benjamin Whiteley; Vice-President and General Manager, Frank W. Smith; Secretary, W. J. Meyers; Treasurer, Lawrence A. Coleman; Auditor, George M. Moore.

Directors.— Walter R. Addicks, Nicholas F. Brady, George F. Baker, Robert A. Carter, George B. Cortelyou, Lewis B. Gawtry, Donald G. Geddes, John W. Lieb, Thomas E. Murray, Edgar Palmer, William Rockefeller, John A. Garver, Frank W. Smith.

Main Business Office.— 130 East 15th street, New York City.

Report verified by Frank W. Smith, Vice-President and General Manager, March 15, 1921.

[16], [15] For these notes, see preceding page.

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THE WOODHAVEN GAS LIGHT COMPANY

Incorporated August 30, 1871. The company furnishes gas to ward 4, Borough of Queens, City of New York [with exception of the former villages of Jamaica and Richmond Hill]. It has no manufacturing plant, and purchases gas from the Brooklyn Union Gas Co, which acquired its entire capital stock in July, 1897.

Important Changes during the Year.— The rate paid to the Brooklyn Union Gas Company for gas purchased was changed from 65¢ per M to a price based on the manufacturing cost of the Brooklyn Union Gas Co., plus transmission pumping plus 21 cents per M, effective January 1, 1920. J. Gilmer, Auditor, deceased July 9, 1920; succeeded by T. P. Payne, October 14, 1920. No additional powers or franchises were acquired.

BALANCE SHEET [1]

December 31, 1919	ASSETS SIDE [2]	December 31, 1920	Increase or (D) decrease
$19,242 82	Cash	$16,555 03	D $2,687 79
685 05	Accounts receivable from City of New York.	746 81	61 76
24,589 08	Consumers' accounts receivable	16,490 65	D 8,098 43
7,986 89	Current accounts receivable from assoc'd co's	.....	D 7,986 89
100 00	Other accounts receivable	100 00	.....
152 29	Interest and dividends receivable	152 29	.....
5,069 38	Special deposits	5,070 00	62
277 65	Prepayments	291 40	13 75
17,000 00	Miscellaneous investments — U. S. Liberty bonds	17,000 00	.....
198,876 39	"Fixed Capital, December 31, 1908"	198,410 78	D 465 61
421,217 54	Fixed capital installed since 1908	468,785 09	47,567 55
620,093 93	Total book cost	*667,195 87*	*47,101 94*
187,405 30	Accrued amortization of capital — Cr.[1]	*194,056 14*	*6,650 84*
432,688 63	Fixed capital	*473,139 73*	*40,451 10*
$507,791 79	Total	$529,545 91	$21,754 12
	LIABILITIES SIDE		
$43,609 34	Taxes accrued	$60,156 67	$16,547 33
40,311 43	Consumers' deposits	50,965 53	10,654 10
119,378 17	Accounts payable to associated companies	155,677 10	36,298 93
364 21	Miscellaneous accounts payable	2,864 96	2,500 75
9,808 81	Interest accrued on unfunded debt	14,696 23	4,887 42
414 40	Other unfunded debt (wages accrued)	989 54	575 14
18,828 08	Casualties and insurance reserve	21,549 95	2,721 87
52,316 07	Commercial metered lighting and prepaid gas in suspense	52,316 07	.....
20,000 00	Common stock	20,000 00	.....
202,761 28	Corporate surplus	150,329 86	D 52,431 42
$507,791 79	Total	$529,545 91	$21,754 12

[1] This company no longer observes the accounting procedure prescribed by the Commission respecting provision for depreciation, *i. e.*, amortization of the cost of perishable property (see *Depreciation*, page 959); but it reports on the liabilities side of the balance sheet certain reserves ("Accrued amortization of capital" and "Contingencies") that contain accumulations made in former years through the prescribed account. As no segregation is made of such accumulations, the entire credit balances are necessarily deducted from fixed capital or cost of property in the same manner as accumulations under the prescribed account. Accrued amortization of capital, representing the expired life or amortized portion of fixed capital outlay.

[2] All materials and supplies have been transferred to the Jamaica Gas Light Co.; any material used in setting meters, etc., is furnished by the Jamaica Gas Light Co. and charged to the respondent.

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The Woodhaven Gas Light Company

Contingent Liabilities.— Amount of bond in which the respondent joins with the Brooklyn Union Gas Co. in a penal sum equal to the amount of money, United States Liberty bonds and interest, withdrawn from the Bank of Long Island in accordance with Supreme Court order dated June 30, 1919 — interest at six per cent; bonds, $102,154.92; interest, $4,597 02.

Valuation of Property for Purposes of Taxation.— See Table XLII.

DETAILS OF ASSETS AND LIABILITIES

"Fixed Capital, December 31, 1908." — Credits during year on account of retirements: Mains, $179.29; services, $116; meters, $170.32; total, $465.61. (Balances in the several sub-accounts were shown in the 1917 abstract.)

Fixed Capital Installed since December 31, 1908

TITLE OF ACCOUNT	Installed during year	Adjustments	Retired or withdrawn during year (deducted)	Total cash cost to Dec. 31, 1920
General equipment	.....	.....	.....	$279 35
Trunk lines and mains	$26,203 27	.....	$71 25	333,953 55
Gas services	11,178 98	.....	89 00	54,104 82
Gas meters	10,832 93	.....	487 38	80,372 77
Gas tools and implements	.....	.....	.....	74 60
Total	$48,215 18	.....	$647 63	$468,785 09

Equipment Retired during the Year

CLASS OF EQUIPMENT RETIRED	Number of units retired	Cost of equipment retired	Amount of salvage	Recoveries from other companies	Amount charged to accrued amortisation of capital
Trunk lines and mains	3.10	$250 54	$59 67	.....	$190 87
Gas services	.51	205 00	.....	.....	205 00
Gas meters	.26	657 70	20	$640 68	16 82
Total	———	$1,113 24	$59 87	$640 68	$412 69

Special Deposits.— U. S. 4¼% 3rd Liberty bonds with State Industrial Commission, par value, $5,000; actual money cost and amount at which carried on books, $4,810; with City of New York to cover cost of paving, $350; with bid for municipal street lighting, $10; total, $5,070.

Prepayments.— Taxes, $233.50; insurance, $57.90; total, $291.40.

Capital Stock.— Authorized issue, 200 shares of common stock of a par value of $20,000; issued and outstanding at close of year, $20,000; no dividends declared.

Accounts Owing to Associated Companies.— The Brooklyn Union Gas Company, advanced during year, $444,309.16; repaid during year, $414,760.94; interest accrued and paid, $6,578.32; owing at close of year, $148,847.11. Richmond Hill and Queens County Gas Light Co., advanced during year, $583.61; repaid during year, $589.07; owing at close of year, $73.82. The Jamaica Gas Light Company, advanced during year, $95,281.03; repaid during year, $88,524.86; owing at close of year, $6,756.17.

Reserves

	Credit balance, Dec. 31, 1919	Credits during year	Debits during year	Credit balance Dec. 31, 1920
Accrued amortisation of capital [3]	$22,291 42	$7,063 53	$412 69	$28,942 26
Contingencies [3]	165,113 88	.....	.....	165,113 88
Casualties and insurance	18,828 08	4,000 00	1,278 13	21,549 95
Commercial metered lighting and prepaid gas in suspense [4]	52,316 07	.....	.....	52,316 07

[3] See note 1 and *Depreciation*, page 959.

[4] By an order dated April 17, 1919, and effective May 1, 1919, the Commission suspended its order of May 26, 1916, in which 95¢ was fixed as the price for gas in the Fourth Ward, Queens. It restored $1.00 as the lawful rate May — December. The amount reserved in 1919 represents the difference between the rate collected, $1.00 and the legal rate, 95¢, for the months January — April.

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The Woodhaven Gas Light Company

INCOME STATEMENT

	M cu.ft. delivered	Rate or average price	Net amount for year		Increase or (D) decrease
Operating revenue — sales of gas:					
Lighting municipal buildings....	1,074.10	$0.75	$805 61		$170 41
Prepaid gas	9,121 00	1 00	[5] 9,121 00	D	844 20
Commercial metered lighting.....	460,707.30	1 00	[6] 460,471 31		87,617 70
Total sales	470,902.40	———	$470,397 92		$86,943 91
Miscellaneous revenues [6].....			13,277 13	D	384 86
Total operating revenue.....			$483,675 05		$86,559 05
Operating expenses:	Cents per M cu.ft. sold [7]				
Gas purchased [8].....	86.43		$407,008 29		$129,883 23
Transmission and distribution.....	4.92		23,156 64	D	15,069 46
Municipal street lighting.....	0.00		77	D	18 34
Commercial administration	9.30		43,776 00		8,080 05
Promotion of business.....	0.83		3,899 59		299 60
General (excluding depreciation).....	3.70		17,431 79		3,952 36
Total of foregoing.....	105.18		$495,273 08		$127,127 44
General amortization (reserved) [9].....	1.50		7,063 53		1,193 92
Total (including amortization) [9].....	106.68		$502,336 61		$128,321 36
Uncollectible bills	0.17		811 03	D	745 75
Tax accruals	4.05		19,064 09		1,770 05
Miscellaneous rents	0.52		2,450 00		.....
Total of expenses, taxes, etc.....	111.42		$524,661 73		$129,345 66
Operating income ..... *Loss*			$40,986 68	D	$42,786 61
Non-operating income: Interest on bank balances, $431.62; on bonds, $935.00			1,366 62		360 66
Gross corporate income..... *Loss*			$39,620 06	D	$42,425 95
Deductions from gross corporate income: Interest on consumers' deposits, $2,669.02, on special franchise tax 1917, $911.45; 1918, $975.95; 1919, $1,084.87; 1920, $468.17; on obligations to Brooklyn Union Gas Co., $6,578.32			12,637 28		1,997 50
Net corporate income..... *Loss*			$53,257 34	D	$44,423 45

CORPORATE SURPLUS		Amount
Surplus, December 31, 1919.....		$202,761 28
Adjustment of accounts receivable.....		4 80
Total credits		$202,766 08
Debit balance for year transferred from income.....	$52,257 34	
Sundry adjustments of accounts receivable, City of N. Y..	178 88	
Total debits		52,436 22
Surplus, December 31, 1920.....		$150,329 86

[5] See note 4.
[6] Receipts from sale of merchandise and jobbing, $33,167.50; *less* cost of materials sold, $19,890.37.
[7] Based on 470,902.4 M cu. ft. sold.
[8] Gas furnished by the Brooklyn Union Gas Co., 512,845,061 cu. ft. at 79¢ per M; point of delivery, mains of respondent; point of measurement, consumers' meters.
[9] See *Depreciation*, page 959.

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The Woodhaven Gas Light Company

Operating Expenses.— For details see Table XXXIII.

Depreciation.— For this Commission's requirements concerning the accounting for depreciation, see note introducing these abstracts. Under date of April 15, 1909, this company filed with the Commission a rule of depreciation which provides for a charge to "General amortization — gas" and concurrent credit to "Accrued amortization of capital" of 13 cents per M cu. ft. sold (*less* the cost of actual repairs). The company's procedure, however, is not in accordance either with this rule or with the requirements of the accounting order. Instead, the bulk of the amount accumulated in the prescribed reserve is now held in an unauthorized "Contingencies" reserve, and the company charges "General amortization" and concurrently credits "Accrued amortization of capital" with 1.5¢ per M cu. ft. of gas sold "for the amortization of capital invested in plant withdrawn from service."

Taxes.— See Table XLIII.

Rent Deductions.— For portion of rent of store and basement at Jamaica and Jefferson avenues, Richmond Hill, payable to Joel Fowler (January to April) and to Elsie McKinnon (May to December), $450; for portion of buildings at 14–20 Union avenue, Jamaica, payable to the Jamaica Gas Light Co., $2,000.

MISCELLANEOUS INFORMATION

Works and Holders.— Respondent has no manufacturing plant or holders.

Mains.— See Table V.

Services.— See Table VI.

Meters.— See Table VII.

Source and Disposition of Gas.— See Table XII.

Accidents.— See Tables XXVII and XXVIII.

Employees and Wages.[10] — See Tables XXX and XXXI.

Officers.— President, E. R. Chapman; Vice-President, A. F. Staniford; Secretary, H. E. McGowan; Treasurer, H. Wellington; Auditor, T. P. Payne; General Counsel, Cullen and Dykman; Engineer, J. H. Jourdan.

Directors.— E. R. Chapman, M. D. Chapman, A. F. Staniford, James H. Jourdan, H. E. McGowan.

Main Business Office.— 14–20 Union avenue, Jamaica, N. Y.

Report verified by A. F. Staniford, Vice-President, March 25, 1921.

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[10] The respondent's employees are on the combined payrolls of the following companies: Woodhaven Gas Light Co., Jamaica Gas Light Co., and Richmond Hill & Queens County Gas Light Co.

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PART VI

STEAM COMPANIES

Year ended April 30, 1921

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THE NEW YORK STEAM COMPANY

OPERATED BY RECEIVERS

Incorporated September 19, 1881, under the General Corporation Law as a solidation of The Steam Heating & Power Co. of New York and the New Steam Co. The company began furnishing steam to private consumers in hattan in May, 1882, and to the City in January, 1883. It has stock control o United States Mineral Wool Co.

Stock control over the New York Steam Co. is held by the Andrews Inst for Girls of Willoughby, Ohio, which owns a majority of the stock outsta acquired in 1910 as legatees of Wallace C. Andrews. In 1913 the Institute o $3,478,200 of $5,431,956 capital stock outstanding. From December, 1914 to 1918, co over the respondent was exercised by E. G. Stevenson and R. G. Hanford.

[On the application of the Institute, Wm. C. Fitts, George F. Hurd, and St. John were appointed receivers on August 19, 1918, by the U. S. District C The court records of the hearing show that the Andrews Institute, in additio its ownership of capital stock, owned $2,396,000 refunding mortgage bonds total of $2,450,000 outstanding. It also owned real estate mortgages amountin $210,500. The Independent Order of Foresters of Canada owns $2,062,000, or entire amount outstanding of the general mortgage bonds issued in 1916.]

Important Changes during the Year.— Receivers' certificates, par value, $6 issued as of June 1, 1920 and November 15, 1920 to finance business and to coal over winter months; sold at 97.90, 99, and par. No new powers or franch were acquired.

NEW SCHEDULE OF RATES

The receivers of the company filed with the Commission new schedules of r effective May 1, 1920, and September 1, 1920, in which principal rates were follows[3]:

	Kals consumed in each monthly period		RATE PER 1,000 KA Nov. 1, 1919	May 1, 1920	Se 1, 1
Rate A — general service. (Minimum monthly charge based on 10,000 kals)[4]	For the first.....	20,000	$1 90	$2 10	$
	For the next.....	30,000	1 30	1 50	
	For the next.....	50,000	85	1 05	
	For the next.....	100,000	80	100	
	For the next.....	100,000	75	95	
	For the next.....	100,000	70	90	—
	For the excess over.	300,000	—	—	
	For the excess over.	400,000	65	85	—
Rate B — Annual power service. (Minimum monthly charge based on 250,000 kals)[5]	For the first.....	500,000	70	90	1
	For the next.....	500,000	60	80	—
	For the next.....	1,000,000	55	75	—
	For the next.....	2,000,000	50	70	—
	For excess over.....	4,000,000	45	65	—
	For all excess over..	500,000	—	—	[6]
	For all excess over..	500,000	—	—	[7] 1
Rate C — Apartment house service. (Minimum monthly charge based on 100,000 kals for "annual" service or 150,000 kals for "season" service).....	For all steam.....	consumed	70	90	1

[3] The steam of this company is sold at a fixed rate per thousand "kals" (a k being one pound of water evaporated into steam, or one pound of steam condens into water).

[4] Supplemented by rate rider "A" (for auxiliary or emergency service).

[5] Supplemented by rate riders "B" (for refrigeration service) and "D" (f limited trial service). The former applies to rate "B" in the November 1, 19 and May 1, 1920, schedules, and to rate "D" in the September 1, 1920, schedul Rider "D" applies both to rates "B" and "D" in the September 1, 1920, schedul

[6] "Guaranteed in each monthly period."

[7] "Consumed but not guaranteed in each monthly period."

[8] See this note on following page.

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The New York Steam Company

NEW SCHEDULE OF RATES — *Concluded*

	Kals consumed in each monthly period		RATE PER 1,000 KALS Nov. 1, 1919	May 1, 1920	Sept. 1, 1920
Rate D — Summer power service. (Minimum monthly charge based on 1,000,000 kals)[9], [8]	For the first.....	500,000	$0 65	$0 85	1 00
	For the next.....	500,000	55	75	——
	For the next.....	1,000,000	50	70	——
	For the next.....	2,000,000	45	65	——
	For the excess over.	4,000,000	40	60	——
	For all excess over..	500,000	——	——	[9] 60

"A surcharge or credit is made on all steam bills rendered under this schedule in the ratio of one (1) cent per thousand kals of steam billed for each seven and one-half (7½) cent increase or decrease in the average cost of coal consumed during, and on hand at the termination of the next preceding month, as shown by the books of the company, above or below the following base cost of coal delivered in the power houses of the New York Steam Company,— anthracite steam coal, $4.35 per gross ton and bituminous steam coal, $6.00 per gross ton." [10]

BALANCE SHEET

April 30, 1920	ASSETS SIDE	April 30, 1921		Increase or (D) decrease
$43,051 44	Cash	$45,320 12		$2,268 68
36,589 70	Accounts receivable from City of N. Y.....	60,695 80		24,106 10
492,549 55	Consumers' accounts receivable.....	476,062 82	D	16,486 73
67,462 43	Current accounts receivable from associated companies [11]	67,007 88	D	454 55
29,922 49	Other accounts receivable.....	26,962 04	D	2,960 45
15,300 00	Interest and dividends receivable.....	24,300 00		9,000 00
300 00	Special deposits	1,075 00		775 00
2,147 28	Prepayments	2,255 07		107 79
189,806 22	Materials and supplies.....	196,657 77		6,851 55
25,295 00	Stocks of associated companies.....	25,295 00		.....
3,798 06	Other investment securities.....	3,798 06		.....
612,576 80	Real estate account.....	612,576 80		.....
[13] 3,811,438 23	Steam plants and equipment.... $1,925,916 00 Distribution system ..... 2,437,025 13 Less depreciation allowance.... 412,013 17	3,950,927 96		139,489 73
31,324 29	Ice plant	32,324 29		1,000 00
26,206 09	Organization, franchises, etc.....	26,219 02		12 93
4,895,288 37	Contingent assets [14]	4,886,984 51	D	8,303 86
35,463 16	Construction work in progress.....	46,929 17		11,466 01
4,307 25	Guaranteed notes — Burling Engineering & Constr. Corp.	4,307 25		.....
197,595 48	Unamortized debt discount and expense....	191,189 85	D	6,405 63
500 00	Other suspense (Miscellaneous billing — materials to be returned).....	500 00		.....
$10,520,921 84	Total	$10,681,388 41		$160,466 57

[8] Supplemented by rate rider "C" (annual off-peak service) in the schedule of September 1, 1920.

[9] On May 1, 1921, this rate was reduced to $0.50.

[10] In the schedule effective November 1, 1919, the base cost of coal is stated as $2.85 per gross ton for anthracite and $4.50 per gross ton for bituminous, alongside the docks of the New York Steam Company.

[11] Due from Burling Engineering & Construction Corporation, $91,307.88; *less* interest, $24,300.

[13] Composed of steam plants and equipment, $1,910,862.54; distribution system, $2,290,307.44; total, $4,201,169.98; *less* depreciation allowance, $389,731.75.

[14] In the grouping of plant and equipment accounts, the abstract follows the earlier practice of the company and the order of the Commission. The item of "Contingent assets" includes franchise and patent rights, $3,750,000; city grants and patents, $13,430.48; general expense — construction, $1,123,554.03. In accordance with the Commission requirements the last named account is reduced when property is retired, on the basis of 33⅓% of its cost.

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The New York Steam Company

BALANCE SHEET — *Concluded*

April 30, 1920	LIABILITIES SIDE	April 30, 1921	Increase or (D) decrease
$185,135 12	Taxes accrued	$235,295 82	$50,160 70
149,508 50	Receiver's certificates	.....	D 149,508 50
210,500 00	Matured funded debt unpaid	210,500 00	.....
435,733 45	Bills payable — demand	434,296 24	D 1,437 21
2,822 61	Bills payable — time	2,822 61	.....
37,879 86	Consumers' deposits	77,401 96	39,522 10
72,702 34	Accounts payable in assoc'd companies [15]	49,608 26	D 23,094 08
565,985 78	Miscellaneous accounts payable	557,279 74	D 8,706 04
700,289 18	Interest accrued on funded debt	945,184 18	244,895 00
102,861 03	Interest accrued on unfunded debt	136,374 97	33,513 94
34,583 92	Other unfunded debt	69,206 04	34,622 12
2,450,000 00	Refunding mortgage bonds	2,450,000 00	.....
2,062,000 00	General mortgage bonds	2,062,000 00	.....
42,312 21	Optional reserves and suspense credit balances	56,366 26	14,054 05
5,431,956 00	Common stock	5,431,956 00	.....
4,307 25	Contingent liability — Burling Co. notes	4,307 25	.....
$12,488,577 25	Total liabilities and capital stock	$12,722,599 33	$234,022 08
1,967,655 41	Corporate deficit	2,041,210 92	73,555 51
$10,520,921 84	Total	$10,681,388 41	$160,466 57

Contingent Liabilities.— None.

Valuation of Property for Purposes of Taxation

	Cost to reproduce new	Same — present value
Valuation as of December 31, 1920, filed by respondent:		
Real property outside streets and public places	$2,207,469 52	$1,652,000 00
Real property in streets — tangible	2,579,480 10	650,000 00
Tangible personal property	47,716 12	25,516 60

Assessed valuation for 1921 taxes:	Borough of Manhattan
Real property outside streets and public places	$1,255,350 00
Real property, tangible and intangible — in streets	649,800 00
Corporate real property	26,500 00

[15] To U. S. Mineral Wool Co., $918.11; New York City District Realty Corporation, $48,690.15.

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The New York Steam Company

DETAILS OF ASSETS AND LIABILITIES

Fixed Capital [18]

[Stations A and B are in District A in downtown Manhattan; Station J, in District J in midtown Manhattan.]

ITEM	Balance, Apr. 30, 1920	Additions during year	Retirements during year	Balance, Apr. 30, 1921
Franchise and patent rights [19]	$3,750,000 00	.....	.....	$3,750,000 00
City grants and patents [19]	13,430 48	.....	.....	13,430 48
General expense — construction [19]	1,131,857 89	.....	$8,303 86	1,123,554 03
Organization	24,728 89	.....	.....	24,728 89

[18] An appraisal of the company's fixed capital was made by the Electrical Engineer of the Commission as of January 1, 1918 (case 2252, exhibits 55 and 56):

ITEM	Cost	Depreciation	Cost less depreciation
Land devoted to steam operations	$328,064	.....	$328,064
Land not devoted to steam operations	83,611	.....	83,611
General equipment	75,471	$28,984	46,487
Works and station structures	660,221	388,875	271,346
Furnaces, boilers and accessories	1,231,726	661,572	570,154
Miscellaneous steam plant equipment	13,168	7,307	5,861
Trunk lines and mains	1,843,800	437,831	1,405,969
Steam services	346,028	116,719	229,309
Steam meters	94,242	27,948	66,294
Steam meter installation	136,946	30,792	106,154
Steam laboratory equipment	6,897	3,906	2,991
Miscellaneous construction expenditures (patterns)	18,624	8,162	10,462
Tangible capital in other departments	90,016	67,211	22,805
Total	$4,927,814	$1,779,307	$3,148,507

[19] In answer to the request for an explanation of the character of this item the company, replied, October 17, 1916: "We have made no detailed analysis of the Contingent Asset Account up to the present. We understand that the accountants for the Commission have made such an analysis in connection with our Capitalization Case No. 2036." In the analysis referred to, Exhibit R, Case No. 2036, it is stated that "on April 30, 1896, the accounts 'City grants and patents' and 'general expenses construction' were closed into 'contingent assets' account by the following journal entry: 'An inventory of the assets of the company having been taken May 1, 1896, by the executive committee in accordance with instructions to it by the Board of Trustees at the board meetings on June 12, 1893, and June 11, 1895, * * * the accounts of "city grants and patents" and "general expenses construction," representing assets of contingent and doubtful value, are, by order of the executive committee of the company, hereby transferred to "contingent assets" account. The above action of the executive committee has been sanctioned and ratified by the Board of Trustees at its meeting June 9, 1896.'"

The "Contingent Assets" April 30, 1896, were as follows:

City grants and patents:		
Franchise payments	$1,472 73	
Stock issued for franchise and patent rights	3,750,000 00	
Cost of acquiring patents	10,002 46	
Miscellaneous payments	866 30	
		$3,762,341 99
General expenses — construction:		
General expenses	$161,100 52	
Salaries, wages, etc.	308,994 05	
Salary and other payments to W. C. Andrews	94,260 10	
Interest	609,381 95	
Royalties	10,012 68	
		1,183,749 30
Total, April 30, 1896		$4,946,091 29
The additions to the account subsequent to April 30, 1896, were as follows:		
Franchise payments	$350 86	
Cost of acquiring patents	237 63	
		1,088 49
Grand total, December 31, 1915		$4,947,179 78

During the year ended April 30, 1918, $31,686.08 and during the year ended April 30, 1917, $40,205.33 were credited to General expense — construction, $1,183,749.30, leaving a balance in the account of $1,131,857.89.

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The New York Steam Company

ITEM	Balance, Apr. 30, 1920	Additions during year	Retirements during year	Balance Apr. 30, 1
Franchise licenses and royalties	1,477 20	$12 93	.....	1,4
General engineering supervision..	2,243 67	.....	.....	2,2
Miscellaneous construction expense	9,040 58	5,416 63	.....	14,4
Ice plant B	31,324 29	1,000 00	.....	32,3
Real-estate account	612,576 80	.....	.....	612,5
Steam station B	427,303 61	207 82	.....	427,5
Shop at station B	19,016 01	.....	.....	19,01
Steam station J	288,977 12	5,964 52	11,495 42	283,4
Steam station J addition	770,454 11	11,371 63	.....	781,8
Shop at station J	7,064 66	.....	.....	7,06
Transportation plant and equipment	53,582 07	436 73	.....	54,01
Street system — district B	1,103,054 97	105,625 17	6,930 13	1,201,74
Street system — district J	1,187,252 53	52,077 48	4,054 83	1,235,27
Meters and floating equipment..	285,294 59	10,927 84	7,776 29	288,44
Office furniture and fixtures	17,216 53	.....	.....	17,21
Shop, street and station tools	11,173 61	.....	.....	11,17
Patterns	13,939 90	.....	.....	13,93
Utility equipment	5,016 85	.....	.....	5,016
Instruments	369 23	.....	.....	369
Steam station A	170 00	.....	.....	170
Total	$9,766,565 53	$193,040 75	$38,560 53	$9,921,045

Construction Expenditures

	District B	District J	Total
Additions to street system:			
New mains	$14,019 56	$5,631 42	$19,650
Renewal of mains	36,570 52	12,621 03	49,191
Improvements to mains	5,440 23	943 48	6,383
New services	26,158 58	23,432 53	49,591
Renewal of services	1,540 41	.....	1,540
Drain services	3,385 89	413 04	3,798
Inside service equipment	16,809 86	7,322 28	24,132
Improvements to services	.....	13 54	13
Engineering expense	1,700 12	1,700 16	3,400
Total	$105,625 17	$52,077 48	$157,702

Meters and floating equipment: Reducing values $7,807.68; steam flow meters, $1,017.96; miscellaneous, $2,102.20	10,927
Plant equipment — stations J and JX: Buildings and structures, $10,599.73; feed water pump equipment, $5,276.35; city water connections, $1,001.69; miscellaneous, $458.38	17,336
General construction expense: Insurance during construction, $3,686.32; general stores expense, $1,730.31	5,416
Elevator at 177 Washington street	1,000
Miscellaneous additions: Installation of electric light system, $436.73; scientific instruments, station B, $207.82; franchises, licenses and royalties, $12.93	657
Total	$193,040 75

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The New York Steam Company

Construction Work in Progress.— Relaying 6-inch main, Dutch street, $3,457.89; installing 72 feet 16 inches of W. F. main in William street, between Fulton street and John street, $9,089.52; installing 6-inch service, 69-71 Wall street, $1,400.93; extending main on Rector street, between Greenwich street and Washington street, $2,673.58; building 50 new type OA. meters at shop, $5,243.40; installing 6-inch drain through subway, 60th street and Lexington avenue, $1,593.27; installing 6-inch service, 111 Greenwich street, $1,082.02; installing Wheeler condenser, 59 Dey street, $1,385.37; miscellaneous construction at various locations, $21,003.19; total, $46,929.17.

Retirements during Year

		CREDITED TO		CHARGED TO		
CLASS OF EQUIPMENT RETIRED	Units	Fixed capital	Deficit	Depreciation	Stock	Construction work in progress
Station J: Coal conveyor...	1	$7,400 00	.....	$8,559 22	$2,745 50	$190 70
Heater.....	1	4,095 42	.....			
General expense — construction.....	——	8,303 86	.....	8,303 86	.....	.....
Street system — District B:						
Mains.....	10	3,891 09	.....	5,377 12	3,564 60	.....
Services.....	6	1,023 34	.....			
Inside equipment.....	61	1,159 79	$2,011 59			
General overhead.....	——	855 91	.....			
Street system — District J:						
Mains.....	3	2,462 83	.....	3,775 68	1,402 04	.....
Services.....	3	340 57	.....			
Inside equipment.....	50	535 46	1,122 89			
General overhead.....	——	715 97	.....			
Floating equipment.....	48	4,806 58	.....	5,852 89	1,923 40	.....
General overhead.....	——	1,474 01	.....			
Old meter combinations...	——	1,495 70	.....			
	——	$38,560 53	$3,134 48	$31,868 77	$9,635 54	$190 70

Miscellaneous Investments

ISSUING COMPANY AND SECURITY	Par value of amount held	Date of acquisition	Amount at which carried on books	Income accrued during year
Stocks of associated companies:				
U. S. Mineral Wool Co.....	$39,400 00	1909–1911	$25,295 00	$1,980 00
Other Investment securities:				
Herald Square Hotel Co., Inc.— stock	780 56	May 31, 1914	780 56	.....
City of New York, 4's 1955.....	1,000 00	July 31, 1907	1,000 00	40 00
City of New York, 4¼'s, 1960..	2,000 00	May 17, 1917	2,017 50	85 00
Total	$43,180 56	———	$29,093 06	$2,105 00

Prepayments.— Insurance, $1,592.62; rents, $484.95; other prepayments, $177.50; total, $2,255.07.

Materials and Supplies.— Coal, $46,744.44; station supplies and repair parts, $11,957.13; distribution supplies and repair parts, $137,777.01; stationery and printed matter, $117.98; scrap materials, $61.21; total, $196,657.77.

Unamortized Debt Discount and Expense.— General mortgage bonds: Unamortized balance, April 30, 1920, $197,148.04; charged to income during year, $7,340.20; unamortized balance April 30, 1921, $189,807.84. Receivers' Certificates, Series A: Unamortized balance April 30, 1920, $447.44; charged to income during year, $447.44; Series A: Discounts suffered on issues made during year, $11,640; charged to income during year, $10,257.99; balance April 30, 1921, $1,382.01.

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The New York Steam Company

Securities

PARTICULARS OF STOCK AND FUNDED DEBT	Common stock	Refunding mortgage bonds	Ge mortga
Nominal date of issue	———	July 1, 1911	No
Date of maturity	———	[20] July 1, 1941	Jul
Interest, rate and dates	———	[21] 4%-5%, J. & J.	6%,
Denominations	1 share = $100	$1,000,00	N.
Authorized by company	$7,500,000 00	$2,750,000 00	$2,85
By public authority	5,431,956 00	N. R.	2,85
Only nominally issued	.....	200,000 00	78
Held free	.....	.....	43
Pledged	.....	200,000 00	35
Actually issued to close of year	5,431,956 00	2,550,000 00	2,06
Issued prior to year	5,431,956 00	2,550,000 00	2,06
Property consideration	(22)	3,695,481 14	[23] 1,85
Discount	.....	.....	20
Reacquired and retired	.....	100,000 00	.....
Actually outstanding	5,431,956 00	2,450,000 00	2,06
Interest accrued and dividends declared	.....	110,250 00	123
Interest charged to income	———	110,250 00	123
Interest and dividends paid	.....	.....	.....
Interest and dividends matured and unpaid	.....	447,405 00	350
Interest and dividends not due	.....	36,750 00	61
Market price	N. R.	No market	No
Trustees under mortgages	———	Union Trust Co.	Union T

Real-estate Mortgages.— On 66–68 Cortlandt street, 6%, 1888, $25,000, $10,0 $7,500; on 35 Sutton place, 5%, 1907, $5,000; on 43 Sutton place, 5%, 1906, $6,000 Sutton place, 4½%, 1902, $5,000; on Station B, 5%, 1882, $120,000; on machine 61 Dey st., 5%, 1881, $20,000; on ice plant B, 177 Washington street, 5%, 1886, $ total, $210,500. Interest accrued during year, $10,925; interest accrued and at close of year, $48,629.18.

Receivers' Certificates

	Series A 6%	Series A 6%	Special 7%	
Date of issue	June 1, 1919	June 1, 1920 / Nov. 15, 1920	Oct. 9, 1920	
Amount actually issued	$400,000 00	$600,000 00	$12,000 00	$1,012,
Cash received	396,000 00	588,500 00	12,000 00	996,
Discount	4,000 00	11,500 00	.....	15,
Paid during year	400,000 00	600,000 00	12,000 00	1,012,
Principal outstanding	.....	.....	.....	.....
Interest matured and unpaid	.....	.....	.....	.....
Interest accrued during year	872 00	26,120 85	416 05	27,
Interest accrued not yet due	.....	.....	.....	.....
Interest paid during year	9,380 50	26,120 85	416 05	35,

Consumers' Deposits.— At beginning of year, number, 164, amount, $37,879.86; a during year, number, 194, amount, $58,310; refunded during year number, 90, amo

[20] With the exception of $690,000, maturing $30,000 annually from July 1, 1918 July 1, 1940.

[21] Interest to July 1, 1918, 4%; from July 1, 1918, to July 1, 1925, 4½%; after Ju 1925, 5%.

[22] Issued for licenses and franchises of Steam Heating & Power Co., $2,500, for patents and patent rights of N. Y. Steam Co. (old), $1,250,000; for net assets Steam Heating & Power Co., $654,650; issued to W. C. Andrews for part paymen indebtedness, $170,000; sold for cash, $856,306; issued but not paid for (charged profit and loss), $1,000.

[23] Issued for construction work, $1,299,600; for retirements of notes payable, $55

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The New York Steam Company

INCOME STATEMENT — *Concluded*

	Amount for year ending April 30, 1921	Incre (D) d
Deductions from gross income: Interest on funded debt, $233,970; on mortgage loans, $10,925; on notes payable, $14,468.32; miscellaneous, $12,578; amortized debt discount and expense, $7,340.20; operating lease — station A, $185,738.80; interest on receivers' certificates, $17,911.62; discount on receivers' certificates, $10,705.43; penalties on unpaid water bills, $12,622.30	$506,259 67	D $3
Net corporate income ..... *Loss*	$74,450 20	$234

CORPORATE DEFICIT

Deficit, April 30, 1920	$1,967
Debit balance for year transferred from income	74,
Adjustments: Additional depreciation, $707.74; penalties on water bills, $1,627.70; corrections in billing, etc., $2,874.88	5,
Total	$2,047,
Credits: Material returned to stock, $3,205.81; adjustment of tax charges from City of New York, $2,899.20	6,
Deficit, April 30, 1921	$2,041,

OPERATING REVENUE

	Amount for year	Increase or (D) decrease	Per gross ton coal	Cents per M pounds steam sold	Inc o dec
DISTRICT B [27]					
General service	$879,822 44	$155,530 62	$10.414	146.241	3
Annual power service	991,450 81	113,275 64		94.345	1
Apartment house service	2,822 45	2,822 45		120.566	12
Summer power service	151,291 13	35,021 76		75.153	1
Total	$2,025,386 83	$306,650 47	[28] $10.414	109.117	2
DISTRICT J [27]					
General service	$923,704 39	$94,014 28	$13.111	185.439	53
Annual power service	51,134 07	D 65,226 50		100.729	16
Apartment house service	308,878 18	117,248 01		131.795	63
Summer power service	.....	D 2,498 00		.....	D 69
Total	$1,283,716 64	$143,537 79	[28] $13.111	163.897	46

OPERATING EXPENSES

Station Operating Expense	Stations A and B	Station J	Total
Engineering supervision	$2,750 04	$2,250 00	$5,00
Station superintendence	5,235 93	3,657 42	8,89
Station clerks	4,342 01	3,649 55	7,99
Engineers	22,369 93	16,231 52	38,60
Firemen	12,734 50	28,875 05	41,60
Firemen's helpers	10,860 20	75 97	10,93
Attendence: Handling fuel	10,229 71	29,172 98	39,40
Handling ash	16,626 33	23,982 11	40,60
Treating water	9 60	12 18	2
Cleaning, washing, and testing boilers	10,171 29	9,332 96	19,50
Miscellaneous labor	12,329 79	6,486 14	18,81
Janitor and watchman service	2,708 20	3,297 33	6,00

[27] [District B (which includes Station A) designates the downtown Manhatt and district J the midtown Manhattan district.]
[28] Details not reported.

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The New York Steam Company

OPERATING EXPENSES — *Continued*

Station Operating Expense	Stations A and B	Station J	Total
Fuel	929,222 83	719,770 86	1,648,993 69
Water for steam	38,351 89	23,668 36	62,020 25
Water for general station use	6,200 00	2,030 08	8,230 08
Production supplies	25 82	1,900 93	1,926 75
Lubricants, waste and packing	2,874 20	5,400 32	8,274 52
Water treating supplies	1,219 98	882 66	2,102 64
Station expense	6,572 40	1,706 46	8,278 86
Testing coal	747 63	4 20	751 83
Attendence: Cinder catchers	1,539 05	.....	1,539 05
Laboratory	2,462 25	.....	2,462 25
Laboratory supplies	98 75	21 52	120 27
Inter-department	Cr. 4,673 30	.....	Cr. 4,673 30
Rent and repairs of tunnel	.....	1,120 09	1,120 09
Total station operating expense	$1,095,009 03	$883,528 69	$1,978,537 72

Station Maintenance Expense			
Repairs: Building and grounds	$5,123 11	$3,323 80	$8,446 91
Stacks, flues and breeching	1,074 73	38 52	1,113 25
Engines and pumps	4,522 68	5,188 82	9,711 50
Boilers	27,830 18	15,910 15	43,740 33
Stokers	18,220 26	30,571 66	48,791 92
Mechanical drafts	2,196 35	3,359 61	5,555 96
Coal handling machinery	2,803 64	4,063 58	6,866 62
Ash handling machinery	3,421 74	2,066 10	5,487 84
Station piping	17,715 17	14,319 00	32,034 17
Electrical apparatus	6,050 83	5,025 16	11,075 99
Scientific apparatus	2,234 07	1,763 54	3,997 61
Heaters and purifiers	380 01	121 93	501 94
Bunkers and chutes	1,527 00	7,309 70	8,836 70
Elevators	1,853 42	504 16	2,357 58
Shop and shop tools	484 23	365 10	849 33
Station and firing tools	1,360 80	1,721 70	3,082 50
Miscellaneous	1,779 55	915 83	2,695 38
Cinder catchers	1,057 67	345 23	1,402 90
Total station maintenance expense	$99,634 84	$96,913 59	$196,548 43

Transportation Fuel Expense	District B	District J	Total
Engineering supervision	$2,050 00	.....	$2,050 00
Drivers and chauffeurs	8,510 97	.....	8,510 97
Stable miscellaneous expense, gas, etc.	4,580 60	.....	4,580 60
Stable rental expense	1,390 00	.....	1,390 00
Dock rental expense	10,581 15	$605 00	11,186 15
Dock hoisting expense	22,610 82	9,033 84	31,644 66
Miscellaneous	2,503 14	250 74	2,753 88
Snow removal expense	18 63	.....	18 63
Repairs: Automobiles	4,628 14	.....	4,628 14
Miscellaneous	4 96	157 09	162 05
Dock	33 21	2,550 13	2,583 34
Hoisting apparatus	6,160 72	4,970 98	11,131 70
Hired trucks	32 50	.....	32 50
Storage yard overhead — Newtown creek	42,860 00	21,672 32	64,532 32
Total transportation fuel expense	$105,964 84	$39,240 10	$145,204 94

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The New York Steam Company

OPERATING EXPENSES — *Continued*

	District B	District J	
Transportation Ash Expense			
Superintendence	$512 60	.....	
Drivers	65 97	.....	
Dock rental expense	.....	$605 00	
Dock hoisting expense	2 38	90 24	
Ash disposal expense	44,031 31	24,643 56	
Repairs: Miscellaneous	9 52	8 75	
Dock	.....	516 11	
Hoisting apparatus	158 84	57 98	
Total transportation ash expense	$44,780 62	$25,921 64	
Distrubution Operating Expense			
Engineering supervision	$12,272 65	$11,696 41	
Clerks	4,359 00	5,002 79	
Street inspectors	4,893 33	4,825 10	
Meters reset and removed	1,574 24	1,469 83	
Turn-ons and turn-offs	2,520 98	2,283 51	
Miscellaneous distribution system operating labor	4,362 37	7,688 56	
Distribution system expense	2,503 05	1,009 09	
Cartage expense	.....	94	
Office and shop rental	4,036 05	6,938 19	
Experiments — distribution system	Cr. 286 34	.....	
Total distribution operating expense	$36,235 33	$40,914 42	
Distribution Maintenance Expense			
Repairs: Mains	$24,632 37	$29,909 95	
Services	10,860 29	9,624 81	
Paving	221 32	14 22	
Meters	34,844 83	13,198 93	
Traps	5,589 91	3,406 13	
Shop and street tools	1,273 23	1,367 29	
Water leaks	4,242 74	1,043 37	
Miscellaneous	59 24	1,904 50	
Maintaining pumps in manholes	4,501 38	10 92	
Total distribution maintenance expense	$86,225 31	$60,480 22	$
Utilization Expense			
Customers' premises inspection	$8,570 23	$9,101 28	$
Customers' premises expense	1,459 53	2,297 54	
Total utilization expense	$10,029 76	$11,398 82	$
Commercial Expense			
Salaries — meter indexers	$2,312 56	$2,778 43	$
Salaries and expenses — commercial office clerks	8,493 56	8,503 50	1
Salaries and commissions — commercial collection bureau	.....	.....	.....
Commercial office rent	727 48	727 55	1
Commercial office supplies	1,280 94	1,224 68	2
Sales department expense	1,985 01	8 80	1
Commercial engineering expense	3,915 66	3,897 78	7
Total commercial expense	$18,715 21	$17,200 74	$35,
Uncollectible bills [20]	1,500 00	1,500 00	3,
Total commercial expense (including uncollectible bills)	$20,215 21	$18,700 74	$38,

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The New York Steam Company

OPERATING EXPENSES — *Concluded*

General and Miscellaneous Expense	District B	District J	Total
Salaries and expenses — general offices	$13,308 08	$13,303 06	$26,606 14
Salaries and expenses — general office clerks	12,249 77	11,415 44	23,665 21
General office rent	4,433 68	4,425 98	8,859 66
Legal expenses — general	942 25	551 71	1,493 96
Injuries and damages	2,175 00	600 00	2,775 00
Insurance	10,606 22	7,475 57	18,081 79
Miscellaneous general expense	488 75	530 48	1,019 23
Stores expense	7,879 84	3,077 51	10,957 35
Total general and miscellaneous expense	$52,078 59	$41,379 75	$93,458 34

Depreciation.— Charges are made to Depreciation expense and credits to depreciation reserve monthly on the basis of 2¢ per M pounds of steam sold during the previous month. The credits to reserve are distributed as follows: 13% applicable to station B; 7% to station J; 12% to station JX; 0.5% to station B shop; 0.5% to station J shop; 19% to District B street system; 25% to District J street system; 2% to patterns; 11% to floating equipment; 1% to building at 177 Washington street; 1% to Transportation plant and equipment; 4% to auto trucks (coal); 1% to utility equipment; 1% to Office furniture and fixtures; 3% to shop street and station tools.

Taxes

	Amount of levy	Charged to income	Amount paid	Due and unpaid
Real estate	$34,773 19	[30] $32,329 05	$1,971 04	$118,867 93
Corporate real property	734 05	563 77	([31])	1,557 50
Special franchise	17,999 46	16,743 19	.....	56,390 90
Gross earnings — state	14,701 83	16,545 52	10,512 59	27,008 38
Total	$68,208 53	$66,181 53	[31] $12,483 63	$208,824 71

Miscellaneous Rent Revenues.— New York Ice Co., 177 Washington street, $197.92; M. A. Eiseman, 66-68 Cortlandt street, $2,700; F. T. Barry, 2 and 3 Riverview Terrace, $3,083.30; miscellaneous, $5,760.24; total, $11,741.46; expenses, $6,109.48; taxes, $2,613.61.

MISCELLANEOUS INFORMATION

Plant Equipment in Place.— Steam station B, located at 170–174 Greenwich street, contains the following boilers: 56 Babcock and Wilcox, of 250 h. p. each; 1 Parker, of 312 h. p., and 1 Climax, of 1,000 h. p.

Steam station J located on East river between 50th and 60th streets, contains the following boilers: 8 Climax, of 1,000 h. p. each; 1 Climax, of 750 h. p.; 4 Altman and Taylor, of 510 h. p. each; and 3 Babcock and Wilcox, of 300 h. p. each.

Steam station J addition, located on East river between 58th and 59th streets, contains the following boilers: 8 Babcock and Wilcox, of 600 h. p. each, and 6 Edgemoor (with stokers), of 700 h. p. each.

Steam station A, located at 2 Burling slip, contains the following boilers: 12 Edgemoor boilers with Cox stokers, 1,043 h. p. each.

Coal Consumed and Steam Sold.— District B: Total coal consumed, 194,483 tons; decrease from last year, 1,281 tons. Steam sold (1,000 lbs.): General service, 601,624; annual power, 1,050,873; apartment house, 2,341; summer power, 201,311; total, 1,856,149; decrease from last year, 111,964.

District J: Total coal consumed, 97,915 tons; decrease from last year, 20,162. Steam sold (1,000 lbs.): General service, 498,118; annual power, 50,764; apartment house, 234,363; total, 783,245; decrease from last year, 185,787.

[29] Under the accounting orders of the Commission for other public utilities, uncollectible bills are not included in operating expenses.

[30] Includes $2,613.61 charged to non-operating income, and $1,926.22 local taxes on property leased, paid by respondent and charged to coal stock account as part of the cost of coal.

[31] Credits allowed by City: on corporate real property, $2,702.00; on real estate (improvements on land), $835.20.

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The New York Steam Company

NUMBER OF FEET OF CONNECTED STEAM MAINS AS OF APRIL 30, 1921

SIZE (INCHES)	Installed during year		Total, April 30, 1921	In district J	dis
3	.....		1,177	373	
4	D	40	2,136	1,328	
6	D	162	22,114	18,377	
8		138	12,742	6,043	
10	D	88	11,052	5,258	
12	.....		1,008	343	
14		436	886	106	
16		146	24,702	8,197	
20	.....		5,432	5,432	.....
24	.....		1,570	1,570	.....
Total		430	82,819	47,027	

COAL STATEMENT

VALUE	On hand May 1, 1920	Consumed during year	On April 3
Stations A and B	$21,245 30	$929,222 83	$20
Station J	8,827 78	719,770 86	24,
Storage yard — Newtown creek	35,421 61	([22])	2,
Total	$65,494 69	$1,648,993 69	$46,
QUANTITY (pounds)			
Stations A and B	10,633,280	435,641,920	12,9
Station J	5,790,400	219,329,600	8,36
Storage yard — Newtown creek	12,212,480	([22])	7
Total	28,636,160	654,971,520	22,13

Accidents.— Minor injuries, 119; whereof to works employees, 79; to street dep ment employees, 35; to other employees, 1; to persons other than employees Serious injuries, 1, to a person other than an employee. Fatal injuries, 1, t street department employee.

DISTRIBUTION OF COMPENSATION OF OFFICERS AND EMPLOYEES

Charge	Payro
Production expenses	$393,21
Distribution expenses	133,04
Utilization expenses	21,22
Commercial expenses	30,94
General expenses	59,094
Capital accounts	72,739
Stock accounts	25,050
Accounts receivable	1,183
Machine shop, etc.	6,335
Total	$742,835

[22] Included in stations A and B.

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The New York Steam Company

OPERATING STATISTICS FOR STATIONS—TWELVE MONTHS ENDING APRIL 30, 1921

STATION OPERATING DATA	Station A		Station B [33]	Station J		Combined Stations	
	Year ending April 30, 1921	Year ending April 30, 1920	Year ending April 30, 1921	Year ending April 30, 1921	Year ending April 30, 1920	Year ending April 30, 1921	Year ending April 30, 1920
Expenses:							
Fuel—Average cost ($) per gross ton alongside	4.77	4.27	.....	7.35	6.07	5.64	4.92
Fuel—Transport cost ($) per gross ton	.545	.325	.....	.401	.139	.496	.257
Fuel—Station handling cost ($) per gross ton	.052	.036	.....	.298	.262	.135	.118
Repairs—(¢) per M pounds steam sold	5.368	3.224	.....	12.373	6.944	7.44	4.45
Total cost (¢) per M pounds steam sold	83.313	69.98	.....	155.089	117.377	104.613	85.621
Total cost ($) per gross tons fired	5.630	4.999	.....	9.023	7.536	6.766	5.92
Capacities and loads:							
Station capacity (basis 10 sq. ft. h. s.)	12,000	12,000	16,000	20,750	20,750	48,750	32,750
Steam generated (pounds)	2,626,488,000	2,962,137,000	1,661,000	1,658,829,000	1,993,131,000	4,286,978,000	4,955,268,000
Steam sold	1,856,149,000	1,968,113,000	(34)	783,245,000	969,032,000	2,639,394,000	2,937,145,000
Peak load—pounds per hour generated	830,000	889,000	84,000	558,000	620,000	1,472,000	1,509,000
Peak load—h. p. per hour	27,137	25,750	2,657	17,437	19,375	47,231	45,125
Load factor—average to station capacity (%)	79.10	89.57	(35)	28.52	34.6	47.05	54.73
Load factor—maximum to station capacity (%)	226.14	214.20	16.6	84.03	93.3	144.21	137.78
Average station load—h. p. per hour	9,493	10,749	(35)	5,918	7,176	15,411	17,925
Economic results:							
Water evaporated (pounds) per pound of fuel fired	6.03	6.34	5.02	7.56	7.53	6.54	6.78
Fuel—pounds per h. p. hour developed	5.23	4.77	6.38	4.23	4.24	4.84	4.50
General data:							
Fuel—total gross tons	194,196	208,314	287	97,915	118,077	292,398	326,391
Fuel—% station ash and refuse	26.8	27.8	21.1	21.2	19.0	24.9	23.5
Water—Average temperature (degrees F.) boiler feed	168	153	128	174	180	171	166
Steam—Average boiler pressure (pounds)	119	116	103	96	110	106	113
Steam—Average distribution pressures at stations (pounds)	112	111	100	78	78	95	95
Atmosphere temperature (degrees F.)—mean	54.3	51.3	54.3	54.3	51.3	54.3	51.3
Labor—Average number of employees	63	68	7	84	85	147	153

[33] Not operating in 1920.
[34] Included in "Station A".
[35] Operated only 3 days.

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NUMBER OF EMPLOYEES AND CLASSIFIED WEEKLY WAGES WEEK DECEMBER 9–15, 1920

OCCUPATION	Number of Full-Time Employees Earning per Week— $10 but under $12	$12 but under $15	$15 but under $20	$20 but under $25	$25 but under $30	$30 but under $35	$35 but under $40	$40 and over	Total number	Total weekly earnings, full-time employees	Part-time employees Number	Part-time employees Total weely earnings
Clerks—male	.....	.....	2	4	2	2	3	4	17	$515 50	.....	.....
Stenographers—female	.....	.....	1	1	.....	.....	.....	.....	2	38 00	.....	.....
Storekeepers—male	.....	.....	.....	.....	.....	1	.....	2	3	115 78	.....	.....
Janitors and watchmen	2	.....	2	2	1	1	.....	.....	8	154 70	.....	.....
Chauffeurs	.....	.....	.....	.....	.....	.....	1	4	5	301 66	.....	.....
Foremen	.....	.....	.....	.....	.....	.....	.....	5	5	227 35	.....	.....
Engineers	.....	.....	.....	.....	.....	2	3	18	23	1,103 06	.....	.....
Machinists	.....	.....	.....	.....	2	.....	3	8	13	590 58	.....	.....
Firemen	.....	.....	.....	.....	2	6	12	4	24	910 88	3	$55 85
Firemen helpers	.....	.....	.....	.....	.....	3	.....	2	5	187 76	1	13 68
Steam-fitters	.....	.....	.....	.....	.....	1	2	4	7	340 65	1	38 00
Electricians	.....	.....	.....	.....	.....	.....	.....	2	2	83 62	.....	.....
Blacksmiths	.....	.....	.....	.....	.....	.....	1	2	3	137 40	.....	.....
Carpenters, masons and helpers	.....	.....	.....	.....	.....	1	1	5	7	375 44	.....	.....
Boiler cleaners	.....	.....	.....	.....	.....	3	4	4	11	440 76	.....	.....
Oilers	.....	.....	.....	.....	.....	1	1	2	4	166 48	.....	.....
Gauge and water tenders	.....	.....	.....	.....	.....	2	.....	1	3	106 02	.....	.....
Pumpmen	.....	.....	.....	.....	.....	1	.....	1	2	76 70	.....	.....
Repairmen	.....	.....	.....	.....	.....	.....	4	9	13	593 16	.....	.....
Scalemen	.....	.....	.....	.....	.....	3	.....	.....	3	92 40	.....	.....
Coal passers	.....	.....	.....	.....	.....	1	7	9	17	705 73	2	33 84
Coal trimmers	.....	.....	.....	.....	.....	.....	8	5	13	553 85	4	55 00
Elevator men	.....	.....	.....	.....	.....	1	.....	1	2	74 50	.....	.....
Ashmen	.....	.....	.....	.....	2	1	7	13	23	933 45	2	36 66
Steeple jacks	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	57 12
Unskilled station labor	.....	.....	.....	.....	1	1	4	6	12	476 99	2	17 60
Inspectors and meter readers	.....	.....	.....	.....	2	13	9	7	31	1,155 09	.....	.....
Inspectors' helpers	.....	.....	.....	1	8	7	2	2	20	644 88	2	23 84
Pipemen	.....	.....	.....	1	2	3	5	9	20	797 42	2	34 06
Laborers—street	.....	.....	3	3	12	10	6	14	48	1,618 55	15	211 80
General office: Bookkeepers—male	.....	.....	.....	.....	.....	1	1	.....	2	69 00	.....	.....
Bookkeepers—female	.....	.....	.....	2	1	.....	.....	.....	3	67 50	.....	.....
Inventory clerk—male	.....	.....	.....	.....	.....	.....	1	.....	1	35 00	.....	.....
Payroll clerk—male	.....	.....	.....	1	1	.....	.....	.....	2	69 00	.....	.....
Bill clerks—female	.....	.....	.....	.....	.....	1	.....	.....	1	35 00	.....	.....
File clerks—male	.....	.....	.....	1	.....	.....	.....	.....	1	35 00	.....	.....

The New York Steam Company

File clerks—female	.....	.....	2	1	.....	.....	.....	.....	3	56 00	.....	.....
Telephone operator—female	.....	.....	.....	1	.....	.....	.....	.....	1	20 00	.....	.....
Commercial inspectors—male	.....	.....	.....	.....	.....	.....	2	.....	2	72 00	.....	.....
Complaint clerk—male	.....	.....	.....	.....	1	.....	.....	.....	1	27 50	.....	.....
Draftsmen—male	.....	.....	.....	1	.....	1	1	.....	3	92 50	.....	.....
Hall attendant, porter, etc.—male	.....	2	.....	1	.....	.....	.....	.....	3	48 00	.....	.....
Stenographers—female	.....	.....	2	1	3	1	1	.....	8	214 50	.....	.....
Meter record clerks—male	.....	.....	.....	4	2	1	.....	.....	7	166 50	.....	.....
Total	2	3	12	25	42	68	89	143	384	$14,463 36	36	$577 47

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The New York Steam Company

Officers.— Receivers, Wm. C. Fitts, Geo. F. Hurd, G. C. St. John; Vice-President, Chas. A. Gillham and F. E. Pendleton; Secretary and Treasurer, Geo. S. Beith, Sidney Auditor, A. B. Jacobson.

Directors.— Chas. A. Gillham, Arthur H. Van Gordon, Geo. S. Beith, H. F. Kennedy. Wilson, E. G. Stevenson, F. E. Pendleton, G. R. Cottrelle.

Main Business Office.— 280 Madison avenue, New York City.

Report verified by Geo. S. Beith, Treasurer, July 14, 1921.

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INDEX OF COMPANIES

In this volume the returns from street railways and other common carriers are presented for the most part in tabulations; other data (relating chiefly to the corporate organizations and interrelationships) appear in the introduction to the tabulations. Page references hereunder, corporate relationships) appear in the introduction to the tabulations. Page references hereunder, in the case of common carriers, pertain to such data; in the case of light, heat and power corporations, to the abstracts containing the financial statements, etc. in the form heretofore used. The index also contains references to a small number of companies that have filed returns as *inchoate* or *dormant* corporations (not published herein).

The history of railroad and street railroad corporations that have at any time operated in the First District or were organized to operate therein is contained in Volume V of the Commission's Annual Report for 1913, to which reference may be made for information concerning companies not listed below.

1. Street and Electric Railway Companies

[Elevated or underground railways in *italics*, surface railways in roman]

	Operating	Lessor	Page
Belt Line Railway Corporation	X		241
Bleecker Street & Fulton Ferry Railroad Co., The		X	241
Bridge Operating Co	X		242
Broadway & Seventh Avenue Railroad Co		X	242
Bronx Traction Co., The		X	243
Brooklyn & North River Railroad Co., The	X		243
Brooklyn City Railroad Co., The	X		244
Brooklyn Heights Railroad Co., The (Receiver)	X		246
Brooklyn, Queens County & Suburban Railroad Co. (Receiver)	X		249
Brooklyn Rapid Transit System	(1)		251
Bush Terminal Railroad Co	X		255
Christopher & Tenth Street Railroad Co., The		X	255
Coney Island & Brooklyn Railroad Co., The (Receiver)	X		256
Coney Island & Gravesend Railway Co	X		257
De Kalb Avenue & North Beach Railroad Co		X	258
Dry Dock, East Broadway & Battery Railroad Co., The	X		258
Eighth Avenue Railroad Co	X		259
Eleventh Avenue Railroad Co		X	260
Fort George & Grand Street Ferry Railroad Co., The		X	260
Forty-second Street, Manhattanville & St. Nicholas Avenue Railway Co., The	X		261
Forty-second Street, Manhattan Railroad Co	X		262
Hudson & Manhattan Railroad Co	X		263
Interborough Rapid Transit Co		X	268
Kingsbridge Railway Co	X		269
Long Island Electric Railway Co	X		269
Manhattan & Queens Traction Corporation (Receiver)	X		270
Manhattan Bridge Three-Cent Line		X	271
Manhattan Railway Co	X		272
Marine Railway Co., The	X		273
Mid-Crosstown Railway Co., Inc	X		273
Nassau Electric Railroad Co., The (Receiver)		X	275
New York & Coney Island Railroad Co., The (steam charter)	X		275
New York & Harlem Railroad Co. (City line)	X		277
New York & Long Island Traction Co., The	X		277
New York & North Shore Traction Co., The	X		278
New York & Queens County Railway Co	X		279
New York & Queens Railway Co	X		280
New York City Interborough Railway Co. (Receiver)		X	282
New York Consolidated Railway Corporation	X		284
New York Municipal Railway Co. (Receiver)	X		290
New York Railways Co., The	X		291
Ninth Avenue Railroad Co., The	X		292
Ocean Electric Railway Co., Inc		X	292
Oelhams Park & City Island Railway Co. (steam charter)		X	293
Prospect Park & Coney Island Railroad Co. (steam charter)	X		293
Prospect Park & South Brooklyn Railroad Co. (Receiver)		(2)	
Richmond Light & Railroad Co	X		295
Rockaway Electric Railway Co. in the City of New York (Receiver)		X	297
Second Avenue Railroad Co	X		297
Sixth Avenue Railway Co	X		299
South Brooklyn Railroad Co., The	X		300
Southern Boulevard Railroad Co	X		300
Southfield Beach Railroad Co. (Receiver)		X	301
Staten Island Midland Railway Co			
Third Avenue Bridge Co			

(1) The Brooklyn Rapid Transit Co. (a business corporation) not only owns stocks of various street-railway companies but also power plants, car shops, etc., which it operates in conjunction with similar facilities owned by the railway companies. Maintenance and power expense data for the system appear in the abstract listed above.

(2) No report filed (Cf. Annual Reports for 1911, II, 673, and 1913, V, 1125).

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1. Street and Electric Railway Compa

Third Avenue Railway Co.
Thirty-fourth Street Crosstown Railway Co.
Twenty-third Street Railway Co.
Union Railway Co. of New York City
Van Brunt Street & Erie Basin Rail Road Co., The
Westchester Electric Railroad Co., The

Total

2. Omnibus and Baggage Transfe

City Island Motor Bus Co., Inc.
Fifth Avenue Coach Co.
Hillside Transportation Co.
New York Motor Bus Co., Inc.
New York Transfer Co., The
People's Five Cent Bus Corporation
Westcott Express Co.

Total

3. Steam Railroad Compa

Brooklyn Eastern District Terminal
Degnon Terminal Railroad Corporation
Glendale & East River Railroad Co., The
Jay Street Connecting Railroad, The
Jerome Park Railway Co., The
New York & Rockaway Beach Railway Co., The
New York, Brooklyn & Manhattan Beach Railway Co., Th
New York Connecting Railroad Co., The
New York Dock Railway
Pennsylvania Tunnel & Terminal Railroad Co.
Staten Island Railway Co., The
Staten Island Rapid Transit Railway Co., The

Total

4. Gas Corporations and Electrical

[E designates electrical and G gas

Amsterdam Electric Light, Heat and Power Co.
Astoria Light, Heat and Power Co., The
Ball Electrical Illuminating Co., The
Bronx Gas and Electric Co., The
Brooklyn Borough Gas Co.
Brooklyn Edison Co., Incorporated
Brooklyn Union Gas Co., The
Brush Electric Illuminating Co. of New York, The
Central Union Gas Co.
Consolidated Gas Co. of New York
Consolidated Telegraph and Electrical Subway Co.
East River Gas Co. of Long Island City
Empire City Subway Co., Limited
Equity Gas Co.
Flatbush Gas Co., The
Jamaica Gas Light Co., The
Kings County Lighting Co.
Long Acre Electric Light and Power Co.
New Amsterdam Gas Co.
Newtown Gas Co., The
New York and Queens Electric Light and Power Co.
New York and Queens Gas Co.
New-York and Richmond Gas Co.
New York Edison Company, The
New York Mutual Gas Light Co., The
Northern Union Gas Co.
Queens Borough Gas and Electric Co.
Richmond Hill and Queens County Gas Light Co.
Richmond Light and Railroad Co.
Riverside Light and Power Co.
Standard Gas Light Co. of the City of New York, The

(3) Dormant company; for last published abstract, see 19
(4) Inchoate company; for last published abstract see 19
(5) Business conducted by New Amsterdam Gas Co. (see Ad
(6) Inchoate company; for abstract see Addendum to B
(7) Also a street railroad corporation, for which a separa

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4. Gas Corporations and Electrical Corporations — *Concluded*

	Operating	Lessor	Page
United Electric Light and Power Co., The	E	.....	947
Westchester Lighting Co	(a)	.....	
Woodhaven Gas Light Co., The	G	.....	956
Total	28	2	
5. Steam Corporations			
New York Steam Company, The (Receivers)	X	.....	962

(a) A Second District corporation, which filed certain data concerning its operations in the borough of the Bronx, published herein as an addendum to Northern Union Gas Co., abstract.

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Legislative Document (1921) No. 48

STATE OF NEW YORK

FOURTEENTH ANNUAL REPORT

OF THE

PUBLIC SERVICE COMMISSION

SECOND DISTRICT

FOR THE YEAR ENDED DECEMBER 31, 1920

COMMISSIONERS

CHARLES B. HILL, Chairman
FRANK IRVINE
JOHN A. BARHITE
JOSEPH A. KELLOGG
GEORGE R. VAN NAMEE[1]

THOMAS F. FENNELL

[1] Appointed April 1, 1920, vice Fennell, term expired.

LEDYARD P. HALE
Counsel

FRANCIS X. DISNEY
Secretary

VOLUME I

ALBANY
1921

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ALBANY
J. B. LYON COMPANY, PRINTERS
1921

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CONTENTS

	PAGE
Letters of Transmittal of Report to Legislature	5
Text of Report	7
Summary of Cases	14
Hearings Before Commission	14
Expenses of the Commission	15
Corporations Under Jurisdiction	16
Division of Statistics and Accounts	18
Division of Capitalization	26
Division of Steam Railroads	37
Eliminations of Grade Crossings	48
Division of Electric Railroads	56
Division of Light, Heat, and Power	70
Division of Telegraphs and Telephones	77
Division of Tariffs	83
Appendix A: Results of Operations	89
Steam Railroad Corporations	91
Electric Railroad Corporations	92
Electrical Corporations	94
Electrical and Gas Corporations	95
Coal Gas and Water Gas Corporations	96
Natural Gas Corporations	97
Telephone Corporations	98
Appendix B: Cost of Fuel for Steam Power Used in Generating Electricity	99
Appendix C: Accidents, Steam Railroads	109
Appendix D: Broken Rails, Steam Railroads	121
Appendix E: Inspections of Gas and Results of Tests	123
Appendix F: Lighting Rates for Electricity and Gas	129
Appendix G: Monthly Rates for General Telephone Service	139

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LETTERS OF TRANSMITTAL

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*

HONORABLE JEREMIAH WOOD, *Lieutenant Governor, Albany, N. Y.:*

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*

HONORABLE H. EDMUND MACHOLD, *Speaker of the Assembly, Albany, N. Y.:*

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

STATE OF NEW YORK,
PUBLIC SERVICE COMMISSION, SECOND DISTRICT,
ALBANY, *January 10, 1921.*

HONORABLE NATHAN L. MILLER, *Governor, Albany, N. Y.:*

DEAR SIR: I have the honor to transmit herewith the Annual Report of the Public Service Commission, Second District, for the year 1920.

Very respectfully,
CHARLES B. HILL,
Chairman.

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STATE OF NEW YORK

PUBLIC SERVICE COMMISSION, SECOND DISTRICT

To the Legislature:

The year 1920 was one of greatly increased activity on the part of this Commission, owing to immediate and sometimes acute problems which faced large numbers of the corporations under its jurisdiction. One result was the necessity for determining a larger number of rate applications than were disposed of in the first ten years of the life of the Commission, while the other branches of the work also showed more than usual volume.

With respect to jurisdiction over intrastate fares on New York railroads engaged in interstate commerce, the Transportation Act, approved February 28, 1920, contained provisions which, as interpreted by the carriers and by the Interstate Commerce Commission, clothed the latter body with power to remove discrimination between intra- and interstate rates by treating all intrastate rates which were found to be lower than interstate rates as discriminations *per se* against the latter class of rates. Pursuant to the provisions of this act, the Interstate Commerce Commission granted certain freight and passenger increases to all these interstate carriers. Such freight rate increases, not being in violation of any statute of the State, nor of any order of this Commission, were not complained of to this Commission; on the contrary, in the absence of objection from the public, the Commission shortened the time of publication specified in the statute to make the same applicable to intrastate rates, subject to complaint and alteration. The proposed passenger rate increases were, however, found to be in excess of the statutory limitations prescribed by the Legislature of the State of New York. The steam railroads of the State, upon their applications to this Commission for leave to make such increases, did not make any claim that the rates fixed by the statutes of the State were unreasonable or

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ıst because too low, but relied solely upon the ground that
natter of Federal law intrastate fares must be at least as great
he interstate fares awarded by the Interstate Commerce Com-
sion by its order dated July 29, 1920. The Commission
sed to grant the increases upon the ground advanced without
of other than that furnished by the order of the Interstate
mmerce Commission respecting interstate fares. The Com-
sion also began proceedings in the Supreme Court against
New York Central Railroad Company to compel that com-
y to restore the statutory rate of two cents per mile for way
engers between Albany and Buffalo. Although defeated in
trial court in this action, the Commission was sustained in
Appellate Division and also in the Court of Appeals. Upon
tation of the Commission, the Attorney General joined in the
ecution of this action and rendered valuable assistance therein.
steam carriers, however, upon application to the Interstate
merce Commission, secured an order from that body, over
objections of this Commission and of the Attorney General,
ring the state rates to be a discrimination against the inter-
rates which had been fixed by the Interstate Commerce Com-
ion, and directing that the interstate rates supplant the New
statutory rates. A temporary restraining order was secured
he Attorney General in the Supreme Court, but this order
subsequently vacated by the special term in the Third Judicial
rict so far as related to the New York Central, the Erie, the
awanna, the Lehigh, the Delaware and Hudson, and other
oads operating up-state, although sustained *pendente lite* by
special term in Brooklyn as to the Long Island and Staten
d railroads. Contemporaneously the principal railroad com-
es have begun actions in the United States District
ts for both the Northern and Southern Districts of New
to restrain the Commission and the Attorney General from
g any action in the courts of the State either to enforce the
tes of the State relating to intrastate fares or for penalties
he violation of state statutes. All the railroads of the State,
ot the railroads on Long Island and Staten Island, are now
ging a minimum passenger rate fixed by order of the Inter-
Commerce Commission November 13, 1920, at 3.6 cents a
. The Attorney General has advised the Commission that

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action will at once be instituted by him in the Federal courts to test the validity of such action.

In this connection we beg to point out that the Transportation Act furnishes a measure of compensation to the railroads which is quite at variance with that "justness and reasonableness" which form the groundwork of the state statutes. Under the Federal act, rates may be imposed without regard to their particular reasonableness. That act is in its essence not a rate structure but a remedial statute designed to secure for the railroads, as a whole, increased revenues, without special regard to the needs of the particular corporation or to the value of the service rendered. The state law on the contrary furnishes as a measure of rates that which is just and reasonable in the particular case. The two methods of fixing rates are not reconcilable.

One result of the passenger rate of 3.6 cents per mile so made applicable to New York intrastate rates by the Interstate Commerce Commission regardless of state statutes and of state control, is that the fixing of such rate rests upon the assumption that the quality of the intrastate service is, taken as a whole, equal to the quality of the interstate service. As a matter of common knowledge such is not the fact. It is true only to a small degree, and applies only, if at all, to the main lines. The passenger service on the branch lines penetrating all parts of the State is notoriously not of the same quality as to speed, or wholesomeness, or comfort, or reliability, or value to the passenger. All except the main lines are single track, carrying both passenger and freight traffic, and the freight traffic is too often given preference over the schedules of passenger trains. Passenger trains on all but the main lines mostly carry express and large quantities of milk and cream cans which must be loaded or unloaded at every station: a process requiring a much longer time than taking on and letting off passengers. In short, the order of the federal commission compels the great mass of intrastate passengers to pay a first-class rate for a second-class and in many cases a third-class service, solely because some of the traffic of such roads, in many cases a negligible percentage of the whole, moves across the state boundary.

The resistance of this Commission to the supersession of state

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legislative rates by rates imposed by Federal authority was not based upon any desire on its part to enter upon a contest for power as between the state and federal commissions. It was fully realized that the condition of the steam carriers of the country had demanded and received most serious consideration at the hands of the Congress and that its action thereon was of great moment. Nor did there seem any doubt that the carriers needed a large measure of financial assistance which could only be given as a result of Federal legislation. At the same time, the Commission felt called upon to hold itself responsible for presenting to the courts the question whether or not the state legislative rates could thus be overridden by Federal power. The Commission assumed the position that it possesses power as the agent of the Legislature to increase the state legislative rates if on application of the carriers they are shown to be unreasonably low, on the authority of *People ex rel. Ulster & Del. R. R. Co.* v. *Public Service Commission,* 171 A. D. 607, and that inasmuch as the State has thus created the appropriate mechanism to make the necessary adjustment of intrastate to interstate rates, the way is clear to the steam carriers to secure all necessary relief in the respects complained of from the state commission. In the view of this Commission, furthermore, the fact that an intrastate rate differs from an interstate rate does not of necessity imply that the first named rate is unjustly discriminatory. That the reverse may be the case has in earlier contests been held by the Interstate Commerce Commission itself. Many of the New York roads perform a relatively small percentage of interstate business, notwithstanding which the interstate rate is thus made the measure of all the rates. If the view must now prevail that solely on the ground that an intrastate rate differs from an interstate rate the Interstate Commerce Commission may supplant it with the interstate rate, then all state control over intrastate rates, so far as concerns railroads which in any degree perform interstate service, is at an end. This affects substantially all the steam carriers operating within the State.

Another provision of the Transportation Law transfers from this Commission to the Interstate Commerce Commission all supervision of the capital issues of railroad corporations engaged

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in interstate commerce even though organized under the laws of the State of New York. The Commission has felt it to be its duty also to test in the courts the power of the Federal Government to deprive the State Government of power to regulate the capitalization of corporations organized under its own laws, and has instituted appropriate legal action to that end.

POLICE POWER — AUTOMATIC TRAIN CONTROL

The police power of the Commission as respects railroad facilities has not been affected by the Transportation Act, and the usual activities have been pursued and are reported below in detail.

Within the past two years the occurrence of serious rear-end collisions on steam railroads has again directed attention to the advisability of the installation of automatic train control on the larger steam roads. In 1919 the Commission made an extensive investigation of the subject, which was followed in 1920 by the creation, at the invitation of The New York Central Railroad Company, of a joint committee of representatives of this Commission and of the company, charged with the duty of reporting on available devices for an experimental installation and the selection of a section of the railroad on which to make a test. The Commission anticipates that the work of this committee will result in the first definite step toward automatic train control being undertaken within the State during the present year, and that the result will be of more than statewide importance.

GRADE CROSSING ELIMINATIONS

Owing to unsettled financial conditions, the abolition of grade crossings has proceeded slowly during the past year, the work of the Commission being largely confined to the prosecution of existing undertakings, the principal exception being the Court Street crossing at Watertown and the Brown Street crossing at Rochester. This important work should not be allowed to languish, and a new appropriation to cover the State's share of the expense of new eliminations which will be necessary is strongly urged.

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ELECTRIC RAILROADS

Detailed statements in the body of this report indicate that increased rates on nearly all the electric railroads in the State have been required during the past two years. Many of the companies have received more than one increase. On the whole, the public response to the necessities of the railroads for additional revenues has been characterized by fairness and good sense. Naturally, serious difficulty has been experienced in those municipalities which have contracts with local traction companies legally limiting the rates of fare to levels which the utilities have found to be unprofitable. Many of the communities have waived such limitations and thus conferred jurisdiction upon the Commission. We again urge that the Commission be clothed with such measure of power over such rates as is still possessed by the Legislature. The Commission continues to find embarrassment in requiring a full measure of service from railroads as to which it lacks the power to regulate rates.

In general, the financial condition of this class of properties is far from satisfactory. In the case particularly of suburban and interurban roads the very general use of the private automobile has been found to be an exceedingly grave factor. While this competition also affects the urban roads, its effect upon that class of traffic is much less marked.

Too great generalization should not be indulged in when remedies for existing conditions are sought. It is interesting to note that at its next midyear conference the American Electric Railway Association intends to centralize its attention on electric railway financing, including such features as the proper proportion of capital securities which may be represented by interest bearing debt, and the disadvantage of the present large degree of absentee ownership and control. Individual management, enterprise and efficiency, and the acquisition of the confidence of patrons in the honesty and fairness of business methods, are as important in their results in the public utility field as they are in other channels of commercial endeavor.

SERVICE AT COST PLAN

Some of the cities have given much study to what is termed service at cost plans for urban street car service, the general design

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being to regulate fares by an agreement between the utility and the city by virtue of which the rates will be expected to change automatically in agreement with the varying income over and above costs of operation, the correctness of the accounting being attempted to be assured by the participation of the city authorities in the management. This would mean in large degree at least the substitution of so called automatic regulation for that which is now administered by the Commission. It is understood that legislation designed so to enlarge the corporate powers of the municipalities as to permit their participation in such plans will be presented to the coming session of the Legislature, and that the railroad corporations whose rights are involved are unanimously in favor of such legislation.

While the Commission has no inclination to oppose the exercise by the communities of a large measure of home rule with respect to their local utilities, we respectfully suggest that so important a departure from a long established policy of regulation of these utilities as may be involved in the proposed legislation should not be adopted without the most careful scrutiny.

GAS COMPANIES

Those utilities engaged in the business of manufacturing gas and distributing the same for general use have within the past year been adversely affected to a very serious degree by acute increases which have taken place in the costs of gas coal and gas oil, those being the commodities from which the output of such utilities is produced. These increases have been extremely large and have called for prompt recognition by the Commission in the readjustment of rates of such companies. While it is hoped that these sensational advances in costs of coal and oil are of only a temporary nature, it is of course impossible to foresee the ultimate result. In readjusting rates to meet these conditions the Commission has fixed higher rates for short periods, generally not exceeding six months, to the end that in case of a reversal of the conditions further readjustments may be promptly accomplished.

NATURAL GAS

There are under the jurisdiction of the Commission about forty corporations and individuals engaged in the distribution

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ral gas for industrial and domestic consumption. A tively small proportion of this commodity is produced State, the remainder being piped from Pennsylvania. o an apparent shortage in the supply and an increasing few of these distributors are delivering the product at d adequate pressure, the result being numerous com- regarding service. Acting upon authority conferred by egislation, the Commission has after notice and hearing ders restricting industrial use, prohibiting the employ- wasteful devices and practices, and regulating pressure. spects are that many of these utilities will at a not distant l it necessary to augment their natural gas supplies with ctured gas as recently authorized by the Legislature.

New York legislation and commission regulation govern- distribution of natural gas, with a view to solving the es attending that business, are in our opinion in advance so far taken in the other natural gas States.

ELECTRIC LIGHTING AND POWER COMPANIES

ies of this character have made much the best showing ared with other public service enterprises. A comparison harges for electric energy for such utilities in this com- district, excluding those serving populations of less than indicates an average decrease in the net charges for com- metered lighting in 1919 of 11 per cent as compared nilar charges in the year 1914.

explanation seems to be largely attributable to the in the development of hydro-electric power during the named as compared with a decrease of the generation of power from steam. This fact furnishes the strongest argument for the conservation and development of the owers of the State.

REGULATION OF GAS AND ELECTRIC RATES

s last annual report this Commission said: "The Court eals has held (*People ex rel. Municipal Gas Co.* v. *P. S.* 224 N. Y. 156; *Municipal Gas Co.* v. *Public Service* 225 N. Y. 89) that while a statute fixing a maximum gas, valid when enacted and for ten years thereafter

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may become unconstitutional and void by reason of changed conditions affecting costs of service, it nevertheless remains a valid restraint upon the jurisdiction of the Public Service Commission. The practical effect of the decision is that the gas companies whose rates are limited by statutes may fix their own rates, which the Public Service Commission may not regulate because it is powerless to allow any rate above the statutory maximum. Amendments to section 66 and section 72 of the Public Service Commissions Law are needed to remedy the evil pointed out."

A bill which was introduced at the last regular session designed to accomplish the end suggested was not enacted into law. The experience of the past year has served to emphasize the need of legislation along the line suggested, and we renew our recommendation at this time.

Further, with respect to both gas and electrical companies, the Commission renews the suggestion which it has repeatedly made, that the right of suspension of the rates of these utilities and the law respecting the burden of proof in proceedings involving such rates be made substantially uniform with the statutes governing railway rates.

TELEPHONES

Particular attention is directed to the detailed report of this department which will be found on later pages. The appropriation of $50,000 which was made available for the Commission in connection with the up-state rate complaints remains substantially intact, and will be used only in case, in the judgment of the Commission, its expenditure can be wisely made. The action of the special session giving the Commission the power of suspension, and also affecting the burden of proof in telephone rate cases, we believe to have been wise and proper. The conditions respecting service in the city of New York are also treated with particularity.

AUTO BUS LAW

The use of auto bus transportation in all parts of the State has shown a recent tendency greatly to increase, with the result that the Commission is constantly engaged in passing upon the propriety of the issuance of certificates of public convenience and

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necessity. In such cases it is found, however, that the statute law governing such operations is confusing, and the Commission recommends that its powers and functions with reference to this class of utilities be more clearly stated and defined.

PROVISIONAL ADJUSTMENT OF RATES

The Commission has at times felt that a just and proper amendment to the statute governing its rate-making power would be a provision authorizing it, on a *prima facie* showing after notice and hearing, to direct a temporary increase or decrease in rates pending final determination of a complaint, upon such terms or security as would protect the interests both of the public and the utility in harmony with the final determination. The Commission may later present a bill to the Legislature in conformity with this suggestion.

SUMMARY OF CASES RECEIVED AND DISPOSED OF

Received:	*1908*	*1909*	*1910*	*1911*	*1912*	*1913*	*1914*	*1915*	*1916*	*1917*	*1918*	*1919*	*1920*
Formal cases	459	757	633	634	657	707	649	666	486	456	409	592	877
Correspondence complaints, general	1147	1088	1452	1713	2227	2158	1726	1352	1219	1330	1002	1109	1255
Informal telephone complaints	....	....	....	....	....	....	....	....	....	....	....	....	1364
Informal natural gas complaints	....	....	....	....	....	....	....	....	....	....	....	....	2900
Totals	1606	1845	2085	2347	2884	2865	2375	2018	1705	1786	1411	1701	6396

Disposed of:	
Formal cases disposed of 1920	861
Correspondence complaints, general, disposed of 1920	1185
Informal telephone complaints disposed of 1920	1364
Informal natural gas complaints disposed of 1920	2004
Total	5414

The number of auto bus applications received during the year was 49, all for certificates of convenience and necessity. These were disposed of as follows: 36 were granted, 7 denied, 3 are pending, 3 petitions were withdrawn.

HEARINGS BEFORE THE COMMISSION

From January 1, 1920, to December 31, 1920, the Commission held 1161 hearings, of which number 522 were held in Albany, 139 in New York city, 184 in Buffalo, and 316 in various other places within the State.

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EXPENSES OF THE COMMISSION

The expenses of the Commission from its inception to June 30, 1920, have been as follows:

July 1, 1907, to September 30, 1908	$307,734.05
October 1, 1908, to September 30, 1909	276,575.41
October 1, 1909, to September 30, 1910	295,443.08
October 1, 1910, to September 30, 1911	342,739.47
October 1, 1911, to September 30, 1912	372,323.04
October 1, 1912, to September 30, 1913	373,068.21
October 1, 1913, to September 30, 1914	405,955.22
October 1, 1914, to September 30, 1915	438,056.79
October 1, 1915, to June 30, 1916 (nine months)	296,461.01
July 1, 1916, to June 30, 1917	378,524.66
July 1, 1917, to June 30, 1918	367,433.66
July 1, 1918, to June 30, 1919	378,538.74
July 1, 1919, to June 30, 1920	411,778.81
Appropriations for fiscal year commencing July 1, 1920	448,790.00
Request submitted to proper state authorities for the fiscal year to commence July 1, 1921	522,080.00

As explained in previous reports, the increase in expenses during the years ended September 30, 1914, and September 30, 1915, was due to the cost of the investigation of the properties, affairs, and rates of charges of the New York Telephone Company within the city of New York, the regular expenses of the Commission aside from that extraordinary item during these years having been $398,033.02 and $402,564.37 respectively. For purposes of comparison there may be added to the $296,461.01 reported for the nine months ended June 30, 1916, the sum of $88,774.51, representing expenses during the months of July, August, and September, developing a total for the twelve months' period of $385,235.52.

The progressive increases in expenses of $33,240 for the year ended June 30, 1920, and of $37,012 in the appropriation for the current fiscal year, considered in connection with the much greater increase of $73,290 in the requested appropriation for the coming fiscal year, will naturally challenge attention. The explanation of these increases, totaling in the three years about 37 per cent, is found in the increased volume of business done, the general advance in cost of materials, supplies, and services, and also such salary increases as were indispensable to retain the employees of this department. It will be noted, nevertheless, that during the period named the activity of the department has increased out of proportion to the increased expense.

The above figures do not include any expenses in connection with the printing of the annual reports of the Commission which were formerly classed as legislative printing and charges for which are not subject to review by this Commission.

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The foregoing does not include the estimated amount of the State's share of expenses incurred in grade crossing eliminations ordered by the Commission, nor does it include the amount actually expended for such purposes.

CORPORATIONS UNDER JURISDICTION

December 31, 1920, the Commission had upon its records the names of 955 corporations, municipalities, and unincorporated persons engaged in serving the public in some capacity, or incorporated or organized for the purpose of rendering such service.

They are classified as follows:

Steam Railroad Corporations		
Operating	56	
Not operating, either inchoate or dormant	10	
Not operating, lessor	66	
Street Railroad Corporations		
Operating	69	
Not operating, either inchoate or dormant		
Not operating, lessor		
Express Companies		
Operating		
Not operating, either inchoate or dormant		
Sleeping Car Company		
Operating		1
Baggage Companies and Transfer Companies		
Operating	65	
		65
Stage Coach Corporations		
Operating	88	
		88
Stock Yard Company		
Operating, unincorporated person	1	
		1
Freight Terminal Corporations		
Operating	1	
Not operating, either inchoate or dormant	2	
		3
Electrical Corporations		
Operating	195	
Operating, unincorporated persons	59	
Operating, municipalities	58	
Not operating, either inchoate or dormant	22	
Not operating, lessor	7	
		341
Coal Gas or Water Gas Corporations		
Operating	21	
Operating, unincorporated persons	1	
Operating, municipality	2	
Not operating, either inchoate or dormant	2	
Not operating, lessor	1	
		27
Coal Gas or Water Gas and Electrical Corporations		
Operating	40	
Not operating, either inchoate or dormant	3	
		43
Natural Gas Corporations		
Operating	34	
Operating, unincorporated persons	6	
Not operating, either inchoate or dormant	1	
		41
Electrical and Natural Gas Corporations		
Operating	2	
		2
Coal Gas and Natural Gas Corporation		
Operating	1	
		1

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Acetylene Gas Corporations		
Operating	7	
Operating, unincorporated persons	2	
Operating, municipalities	2	11
Gasoline Gas Corporations		
Operating	5	
Operating, unincorporated person	1	6
Steam Corporations		
Operating	8	8
Telephone Corporations		
Operating	94	
Operating, unincorporated persons	7	
Not operating, either inchoate or dormant	1	102
Telegraph and Cable Corporations		
Operating	4	4
		971
Less duplication on account of corporations which make separate reports in two or more classes of operations or for distinct properties		16
Total		955

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DIVISION OF STATISTICS AND ACCOUNTS

There have been two outstanding features of the work of the division during 1920. The first is the extent to which the records which it has accumulated since the Commission was organized, in the form of annual and quarterly reports from corporations under supervision, have been used for the settlement of the rate cases which have taken so much more of the Commission's time during the past year than ever before. A large amount of work has gone into the collection of these records. The reports have been carefully examined and errors and omissions have been corrected so far as possible, although it must be admitted that without a system of examining the original books and records from which the reports are prepared, criticism and correction of the reports from purely internal evidences of inaccuracy are not wholly satisfactory. As pointed out in the Commission's annual report for last year, there now exists no adequate machinery for thoroughly enforcing accounting and statistical regulations nor for assisting those concerns whose trouble is ignorance of good business methods rather than intent to deceive. There is a considerable amount of monotonous routine to the examination and correction of reports and the compilation of abstracts from them, and this is made more irksome by the realization that the most difficult part of the task could so much more easily — and in the long run, more cheaply, because more effectively — be accomplished by field examiners. Because of these conditions a doubt has sometimes arisen in the minds of the more thoughtful workers at the tasks of the division whether in some degree the results obtained were not incommensurate with the energy expended. The experience of the past year should have been a good answer to any such question. The Commission has had to decide in the last twelve months many more rate cases than in all the years together from 1908 to 1918, and in nearly every case the annual reports on file with the Commission have furnished a most important part of the evidence necessary for decision, and in some instances practically all the evidence. The usefulness of such reports and the value of such criticism of them by correspondence as is necessary to keep them reasonably accurate have been amply demonstrated.

The second feature of the division's work has been its inability to obtain the services of competent employees within the salary

limits of available appropriations. This is particularly true in the higher grade positions. Men and women with good accounting and statistical training have been in great demand during the past year or two, and the State has been unable, or unwilling, to meet the competition of industrial and commercial enterprises. The Civil Service Commission has held examination after examination without tempting more than a very few candidates to try them. When eligible lists have been established they have been very short ones, and when canvassed have usually brought forth only one or two replies, naming the maximum salary of the grade as the minimum which the candidate would be willing to accept but which was generally more than the Commission was able to pay. As a direct result of this situation, aggravated by an unusual amount of special work on rate cases, the division's regular programme of examining, correcting, and abstracting annual reports is far behind where it ought to be.

The annual reports on file with the division have been by no means used solely by the Commission itself. They are by statute public documents, and there is constant reference to them, made by municipalities, investment bankers, and public service corporations, to name the most important classes of those who avail themselves of the great store of information which these records contain. During the year 275 receipts were signed for the privilege of examining these reports at the office of the Commission; and in addition, the division gave out a very considerable amount of information through correspondence in the form of answers to questions, special statements, and abstracts or copies of individual reports or parts of reports.

It must be regretfully stated that there has been no marked improvement shown in the reports of the smaller utilities. The difficulty of obtaining reliable reports from concerns with revenues of, say, less than $25,000 per annum, has been from time to time remarked in the Commission's previous reports. It is perhaps worth while to say that as a class the municipal electric plants, practically the only form of municipal enterprise which comes within the jurisdiction of this Commission, are the worst of all. Judging solely from the reports which they render to the Public Service Commission, most municipal plants seem to be operated in complete ignorance or disregard of elementary

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business principles. There are a few exceptions; and in some cases the Commission has been asked by municipalities, which realize their shortcomings but do not know how to remedy them, to furnish detailed accounting advice, which at present the Commission has not the force to give.

Comments on Appendices: Appendix A: By way of general comment on the summaries of operating results during 1919 as disclosed by the reports of the more important utilities, nothing better can be done than to quote entire the corresponding paragraph in last year's report, which is given below. The 1920 figures will, of course, not be available until the latter part of 1921.

"Because erroneous inferences have sometimes been drawn from these summaries, it is necessary to point out that any conclusions based thereon should take into consideration the method of their compilation and the qualifications and omissions that such a method entails. The items given in the summaries are simply totals of the corresponding items in the reports of corporations within the designated groups. No attempt has been made to eliminate duplications arising out of intercorporate transactions, nor to compensate for changes in the totals which are not directly related to changes in traffic or operating conditions. For example, a company which has hitherto generated and sold its own electricity direct to private consumers may find it desirable to reorganize as two separate corporations, a generating and a distributing company. The generating company may then sell current to the distributing company which in turn sells it to the consumer. This would have the effect of increasing the total of both revenues and expenses, but obviously such an increase would not necessarily represent any real increase in the use of electric energy. Or, several smaller companies each with revenues of less than $25,000 per annum may consolidate into a new company with revenues greater than that amount, and thus increase both the number of companies in the group of electrical corporations having over $25,000 annual revenues, and the total revenues, expenses, etc., for that group without reflecting any actual expansion in the electrical industry. It should be borne in mind, therefore, that increases or decreases from year to year in the items of a consolidated income statement are not in themselves evidences of

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prosperity or the reverse. The extent to which they can be so regarded will generally be indicated in the comment on the separate groups which follows. It is obviously entirely possible for a considerable increase in net income to be coincident with an actual decrease in the profit or return per unit of investment."

The more significant tendencies indicated by the summaries are discussed briefly below.

Steam Railroads: The comparisons for steam railroads start with 1917, the first full year of Government operation, since no consolidated income statement could be made that would have any particular significance for comparison with a similar statement covering the years before Government control became effective. The figures merely emphasize and confirm what is a matter of general knowledge, that expenses have been increasing out of all proportion to revenues. This tendency was not checked during 1919, the decrease in net operating revenue for that year as compared with 1918 being 13.85 per cent for roads under the United States Railroad Administration, although the "Short line" roads not taken over by the Government made a somewhat better showing in this respect, their operating expenses decreasing more than their revenues, so that their net revenue was 19.14 per cent greater in 1919 than in 1918. Freight traffic fell off, presumably because of decrease in war activities, for both the large and small roads during 1919 as compared with 1918. For the roads under the United States Railroad Administration the decrease was 13.17 per cent in total tonnage carried, and 11.82 per cent in tons carried one mile. For the "Short line" roads the corresponding figures are 9.47 per cent and 21.27 per cent. Passenger traffic, however, shows an increase for both classes of roads.

The decrease in mileage of the small roads is principally accounted for by the omission from the 1919 report of the South Buffalo Railway Company of about twenty-five miles previously reported as "Road operated under contract" within the plant of and belonging to the Lackawanna Steel Company. There is also a decrease of seven miles due to the abandonment of operations by the Newton Falls and Northern Railroad, a lumbering road that no longer has any reason for existence because of the cutting over of the forest tract to which it gave access. It must be borne in mind that the mileage given is only that within

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New York state, and can not therefore be used to compute significant averages per mile of road since the income items traffic statistics are given for the corporation as a whole and segregated by state lines.

Electric Railroads: Increased fares and heavier traffic not sufficient to do more than bring the consolidated income s ment for 1919 down to a net loss somewhat smaller than for 1 Expenses increased in but very little greater proportion revenues and the actual increase was less, so that net oper revenue was 12.8 per cent greater for 1919 than for 1918. T were 8.2 per cent greater, but operating income shows 15.3 cent increase over 1918. The gross income, however, was sufficient to meet interest charges, and for the second tim fourteen years the electric roads as a whole show a net de which for 1919 amounts to nearly $3,000,000. The car- decreased to about 98,000,000, the lowest figure since 1912, the number of passengers carried increased to 713,000,000, greatest number ever reported. Of course the exact meanin this last figure is rather indefinite as a measure of traffic, s it depends on the method of collection to some extent, as we on the actual number of passengers. For example, the intro tion of the zone system where there had previously been a si fare might result in two or more passengers being reported each passenger traversing two or more zones where previo only one would have been counted. It is not believed, how from a general knowledge of the tariffs which have been with the Commission, that zoning accounts for a very consider part of the increase shown in passengers carried.

The decrease in electric railway mileage between 1918 1919 was principally due to abandonment of operations by Huntington Railroad Company, which formerly had about teen miles of first track. The mileage given is, as in the ca steam railroads, only that within New York state, excluding New York City lines within the jurisdiction of the First Dis Commission, and should not be compared with revenues, expe traffic statistics, etc., which are for the entire operations of roads reporting. No attempt has been made to segregate acco by state lines. Only about 11 per cent of the mileage of ele

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reporting to this Commission is outside of the State o

Corporations and Gas Corporations: The return electrical corporations and gas corporations are sum four groups: those which do an electric business but or water gas business; those which do both an electric a gas business; those which do a coal gas or water gas but not an electric business; and those which are engaged in producing or distributing natural gas. Only the returns made by companies with annual revenues of $25,000 or more have been summarized, but these companies do 90 per cent or more o the electric and gas business carried on within the State, and the results may therefore be considered typical so far as they are significant.

It has been the practice to tabulate these returns for each year since the Commission was organized. This year the table reaches a point where consideration of space and convenience or arrangement outweigh any advantages which might be derived from extending the number of years indefinitely from 1908, and only the results for the last ten years are shown. The figures for the earlier years are of course obtainable from previous annual reports of the Commission.

The comparison of the totals for electrical corporations in 1919 with corresponding totals for 1918 is somewhat misleading because the operations of certain large corporations previously included in the "Electrical" group, have through consolidation been transferred to the "Electrical and Gas" group. The important change of this sort is that by which the Mohawk Edison Company (name afterward changed to Adirondack Power and Light Corporation) absorbed Schenectady Illuminating Company, Schenectady Power Company, Mohawk Gas Company, East Creek Electric Light and Power Company, and Edison Electric Light and Power Company of Amsterdam, with the result that revenues and expenses which were in 1918 counted as belonging to "Electrical" corporations are for 1919 included in the total for the electric departments of "Electrical and Gas" corporations. This explains such changes as the decrease of over a million dollars in operating revenues for the electrical corporations and

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sensational increase during that year in the prices of coal and gas oil to predict with confidence that the upward movement of the gas operating ratio will again be resumed when the 1920 returns are tabulated. Non-operating revenues, interest charges, gross and net income, and dividends, all show substantial increases for the combined electrical and gas corporations in 1919 over 1918. It is clear, however, that electric rather than gas operations are responsible for the fairly favorable showing made by corporations in this group.

For the coal gas and water gas corporations there was a falling off in both revenues and expenses during 1919, but the operating ratio dropped from 87.1 per cent to 80.3 per cent, and the net income was over $100,000 greater than for the preceding year. For the first time in three years gross income was greater than interest and other fixed charges, and dividends increased slightly. This showing, while not proof that the gas companies as a whole were out of the woods, would be encouraging if it were not for the knowledge of the 1920 developments alluded to above.

The natural gas companies show a comparatively slight decrease in revenues but a much larger decrease in operating expenses. There was a large decrease in taxes charged against the 1919 income as compared with the tax charges for the preceding year, probably correlated with the great decrease in operating income between 1918 and 1917 and a corresponding lessening of income taxes. The operating ratio dropped from 71.2 to 61.4 per cent, but was nevertheless higher than for any other year of the series except 1918. Gross income and net income show substantial increases, but dividends were only a little more than half what they were in 1918.

Telephone Corporations: Increase in operating costs begins to show its effect in the 1919 summary for telephone companies. Operating expenses were a larger percentage of revenues than for any previous year in the series, while operating income was a smaller proportion of operating revenue. Interest charges and other deductions absorbed more of gross income than in any previous year with a corresponding decrease in the proportion available for dividends. The telephone industry, however, as a whole would appear to have been financially sound during 1919, though with some indications of less favorable tendencies.

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DIVISION OF CAPITALIZATION

The report of this division for the year purposely refrains from discussing the fundamental principles under which this division functions, as they were explained at length in the previous annual reports and are known to the general public and the public service corporations which have made applications to this Commission for authority to issue and sell stocks, bonds, notes, or other evidences of indebtedness.

All applications for authority to issue and sell capital stock, bonds, or long term notes of the public service corporations in this District are referred to this division and form the basis upon which exhaustive examinations of the applicant's accounts, books, and records, supplemented by engineering inspections, are made. This division also advises and confers with the corporations in the preparation of the necessary applications, required exhibits and affidavits, to conform with the Commission's Rules of Practice. The responsibility of recommending to the Commission the amount of securities which each applicant is entitled to issue rests with this division and is assumed upon the completion of a careful analysis of each capitalization matter.

The years 1919 and 1920, and possibly several years in the near future, will record the reconstruction period of public utilities, the time in which practically all operating utilities find it necessary to make extensions, additions, and betterments to their plants and properties in order to provide for increased business and to improve the efficiency of the service. Considering the high cost of labor and materials and the high money rate which public utilities have had to pay in order to secure funds for new construction expenditures, it is very proper to recognize the sincere efforts which are being made to meet the demands of the public.

In the past year several important mergers and consolidations by two or more companies into one corporation were inquired into by the division, the principal matter being the purchase and consolidation approved by the Commission in the application of the Republic Light, Heat and Power Company to purchase nine companies, namely, South Shore Natural Gas and Fuel Company, Silver Creek Gas and Improvement Company, Fredonia Natural Gas Light Company, Alden-Batavia Natural Gas Company,

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Ontario Gas Company, Attica Natural Gas Company, Akron Natural Gas Company, North Buffalo Natural Gas Fuel Company, and Niagara Light, Heat and Power Company.

This division arrived at a figure aggregating $3,789,036.51, representing the net worth of the above named companies as of October 31, 1918, and prepared the proposed orders wherein the Commission, under date of July 22, 1920, authorized the Republic Light, Heat and Power Company to issue its common capital stock at par to the par amount of $3,789,000 to take over the said named properties.

Another consolidation inquired into was the application of the Fulton County Gas and Electric Company to merge the Mohawk Hydro-Electric Company into itself. The Commission, by orders dated August 5, 1920, and September 2, 1920, approved the consolidation of these properties, and authorized the Fulton County Gas and Electric Company to issue $1,732,600 of its capital stock at par value to effect such consolidation.

The Commission has also recently approved the acquisition of the coke plant of the Empire Coke Company at Geneva by the Empire Gas and Electric Company, thereby combining two contiguous plants, which no doubt will result in a benefit to the public as well as to the distributing company.

The proposed mortgages, agreements, indentures, etc., prepared by the public utilities in this District, under which bonds, notes, or other evidence of indebtedness are proposed to be issued, receive careful examination as to their provisions. During the past year several new form mortgages, known as "open end" mortgages, were examined by this division and were approved by this Commission. These mortgages are unlimited as to amount and date of maturity, the bonds being issued in series and the interest rate and date of maturity being determined from time to time by the corporation's board of directors. The principal mortgages examined during the past year were on the following properties: Adirondack Power and Light Corporation, Utica Gas and Electric Company, and The Delaware and Hudson Company.

The Commission does not encourage sinking fund provisions in the mortgages; instead, it asks the corporation to insert in its mortgage a clause which will provide proper accounting for a

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sufficient reserve for accrued amortization of capital to take care of the depreciation of the plant and property.

As the steam railroads were financed and operated by the Director General of Railroads during the period of Federal control, the Congress of the United States passed the Transportation Act on February 28, 1920, returning the railroads to private ownership as of March 1, 1920. That act also created a revolving fund amounting to $300,000,000 for the purpose of enabling the railroads properly to serve the public during the transition period; and provided, among other matters, that at any time after the passage of the act and before the expiration of two years after Federal control, the railroads might make application to the Interstate Commerce Commission for a loan from the United States, setting forth the amount of the loan, the purpose of the loan, the term of the loan, and the extent to which the public convenience and necessity will be served. The Interstate Commerce Commission may then certify to the Secretary of the Treasury its recommendation as to the amount of the loan, the time, character of security, and the terms and conditions of the loan. Upon receipt of such certificate the Secretary of the Treasury, at any time before the expiration of twenty-six months after the termination of Federal control, is authorized to make a loan out of any moneys in the revolving fund at the annual interest rate of 6 per cent.

Subsequent to the approval of the Transportation Act of 1920, numerous applications have been received from the railroads in this State, under section 55 of the Public Service Commissions Law, for authority to execute and deliver Equipment Trust Agreements made between the Director General of Railroads, the Railroads and the Trustees, and to issue thereunder equipment trust notes at their face value bearing interest at the rate of 6 per cent, which notes are divided into fifteen series, each for an aggregate principal amount equal to one-fifteenth of the principal amount of said notes, and maturing respectively on the 15th day of January in each of the years 1921 to 1935 inclusive. This division made a careful examination of the applications and the agreements received from the railroads in this State and recommended the orders granting the relief petitioned for, which orders were subsequently approved by this Commission.

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This division has received and analyzed numerous applications from electric light, gas, telephone, street railroad, and auto bus corporations for permission, under sections 55, 69, and 101 of the Public Service Commissions Law, to issue securities for the acquisition of property; the construction, completion, extension, or improvement of the plants and distributing systems; for the discharge or lawful refunding of obligations, or for the reimbursement of the treasury of the moneys actually expended from income for capital purposes. Among the important cases handled under this heading are the following:

The application of the Buffalo General Electric Company for authority to issue $2,000,000 face amount of its 5-year 7 per cent convertible debenture bonds for reimbursement of its treasury or for proposed construction expenditures, and for authority to issue $2,000,000 of its capital stock for converting a like amount of the convertible debenture bonds. The Commission entered its order on April 27, 1920.

The application of the Utica Gas and Electric Company for authority to issue $2,000,000 of its 7½ per cent 5-year general mortgage bonds, series A, at 92.97 per cent of their face value and accrued interest to realize proceeds of at least $1,859,400, for the purpose of discharging outstanding obligations of a similar amount; and for permission to issue $2,000,000 face amount of its 7 per cent general mortgage bonds, series B, for the purpose of even exchange or conversion on the basis of face value for face value for a like amount of series A bonds. The relief petitioned for herein was granted by the Commission in its order dated July 22, 1920. In another capitalization matter, the Utica Gas and Electric Company made application for permission to issue its common capital stock to an amount which may be determined by the Commission, for the purpose of reimbursing the treasury of the petitioner for expenditures heretofore made out of income and other moneys in the treasury for capital purposes. Upon completion of the investigation this division recommended that the Utica Gas and Electric Company be authorized to issue $3,220,000 par value of its capital stock at par, and to use the proceeds realized from the sales thereof to reimburse its treasury for capital expenditures made from income. The Commission on November 16, 1920, entered its order granting the prayer of the petitioner.

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The Adirondack Power and Light Corporation, the s
corporation to the Mohawk Edison Company and the Ad
Electric Power Corporation, made application for permi
issue $2,500,000 face amount of its 6 per cent 30-year f
refunding mortgage gold bonds, and to use the proceeds t
ment of debt incurred for capital purposes, for the reimbu
of its treasury for expenditures made from income for capi
poses, and for proposed construction expenditures. The C
sion approved the application and entered its order No
4, 1920.

The Northern New York Utilities, Inc., made applicat
authority to issue $2,000,000 of its 5 per cent 50-year gold
$912,900 of its 7 per cent cumulative preferred capital
pledge all or part of the $2,000,000 of 5 per cent bon
lateral security for its short term loans; or in the alter
issue its 7 per cent cumulative preferred capital stock, or
capital stock, or 5-year 7 per cent gold notes to realize a
lent amount of proceeds to make up the possible deficienc
proceeds from the sale of the bonds and [or] capital stoc
applied for. The total proceeds, amounting to at least
900, are to be used for the construction of a new hydro
development at Flat Rock, on the Oswegatchie river, S
rence county, and for the extension of the present hydro
development of the company at Browns Falls, on the Oswe
river. The Commission, by order dated November 9,
approved the financial and construction programme o
petitioner.

An application was received from the Central Hudson G
Electric Company for permission to issue $1,378,000 of its
cent 15-year convertible debenture bonds, to be used to r
outstanding bonds as they mature and to fund outstanding
term notes. The application also asked permission to
$1,378,000 of its common capital stock for the purpose of exc
ing the said debenture bonds for stock on the basis of par for par.
The relief petitioned for was approved by the Commission
November 18, 1920.

There has recently been referred to this division th
application of the Rochester Telephone Company and
York Telephone Company, wherein it is proposed to co

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the said named corporations into a new corporation called the Rochester Telephone Corporation. In order to consummate the consolidation of these two properties the new corporation asked for permission to execute a mortgage and issue thereunder $3,623,100 of 5 per cent 25-year gold sinking fund mortgage bonds at their face value to yield proceeds of a like amount; to issue common capital stock at par to the par amount of $100,000; to issue 5 per cent cumulative preferred capital stock at par to the par amount of $4,814,000, thereby making the total proceeds from the sale of these securities $8,537,100. These proceeds are proposed to be applied toward the purchase price of the present property of the Rochester Telephone Company and property of the New York Telephone Company in the city of Rochester, together with the assumption of outstanding mortgage bonds of the Rochester Telephone Company amounting to $1,058,500, the balance to be applied toward the proposed expenditures in connection with effecting the consolidation of the foregoing properties. In addition, the new corporation proposes to pledge $2,564,600 of its bonds as collateral security for 7 per cent gold notes of a like amount. The effect of combining the two existing telephone corporations in the city of Rochester into one corporation will no doubt be a benefit to the public, in that the subscribers will have one telephone instead of two at their offices or homes, and likewise will have one telephone bill to pay instead of two. The present duplication of lines serving the same communities is not desirable, and the new corporation proposes to eliminate the duplication and use the available salvaged property where it is most needed, thereby improving the efficiency of the service. The new corporation also proposes to expend a considerable amount of money for the construction, completion, and extension of its facilities during the first year following the date of actual consolidation.

While the principal function of this division is to examine the accounts, books, and records of public utility corporations in this District in reference to capitalization matters, it has been called upon by the Commission to conduct examinations into some of the rate cases before this Commission. The vast amount of data concerning the costs of practically all of the properties of the public utilities in this District, which is incorporated in the

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reports of this division, render these reports invaluable in arriving at a determination in rate proceedings as well as capitalization matters, and result in a saving of time and expense to the State.

In view of the fluctuating market conditions of the securities of public utilities throughout the country, due to decreased net earnings which were caused by the high cost of labor and materials, together with open competition with gilt edge securities of industrials, it is interesting to note that the securities of the public utilities in this District have not been more seriously affected on the whole than those of private corporations. Many of the lighting corporations have been able to sell their capital stock at par, and their bonds or long term notes at a price yielding an annual income of about 8 per cent to the investors. The steam railroads, through government assistance, have been able to obtain money at 6 per cent per annum.

In discussing the proposed financial plans of the public utilities with their representatives, this division, through intimate acquaintance with the problems of finance and capitalization, has dwelt at length upon the possibility of selling securities in the local communities served by the corporations. Experience has shown that there is a local market for the sale of public utility securities in the following cities: Buffalo, Rochester, Lockport, Watertown, Binghamton, Poughkeepsie, and Newburgh, and in the numerous communities served by the Long Island Lighting Company.

A complete table showing the number of applications filed for authority to issue securities since the inception of this Commission is as follows:

Year	Number	Year	Number
1907 (six months)	40	1914	98
1908	81	1915	126
1909	97	1916	117
1910	100	1917	84
1911	138	1918	98
1912	111	1919	112
1913	124	1920	
		Total	1420

During the past year the Commission disposed of 147 capitalization cases, and reopened and closed 67 other capitalization cases in which the corporations requested the Commission to modify or amend its previous orders in these proceedings. Incident to the closing of these cases the Commission authorized

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the issue of capital securities in the face and par amount of approximately one hundred and ninety-three million dollars. These securities have been authorized to be sold at prices yielding approximately one hundred eighty-seven million dollars, and the Commission has directed that these proceeds be used for the following purposes:

(a) For the acquisition of property, new construction, etc.	$107,000,000
(b) For the refunding of capital obligations and payment of floating debt	63,000,000
(c) For the reimbursement of moneys actually expended for capital purposes from income or from any other moneys in the treasury of the corporation not secured or obtained from the issue of stock, bonds, notes or other evidence of indebtedness	17,000,000
Total	$187,000,000

Table showing applications passed upon by the Commission under section 55 of the Public Service Commissions Law for permission to issue stocks, bonds, or other evidences of indebtedness by railroad corporations and auto bus corporations:

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7290	N. Y. and Penna. Ry. Co.	Bonds	$350,000.00	Jan 22
7313	Boston and Maine R.R.	Bonds	10,273,000.00	Feb 10
7313	Boston and Maine R.R.	Amendatory	.....	Feb 19
7363	Buffalo, R. and P. Ry. Co.	E. T. ctfs.	2,263,456.00	Feb 26
7362	The D. and H. Co.	Notes	4,365,545.00	Feb 26
7364	Erie R.R. Co.	E. T. notes	4,958,442.00	Feb 26
7347	N. Y. Central R.R. Co.	E. T. notes	14,848,010.25	Feb 24
7356	N. Y. and Stamford Ry. Co.	Notes	30,000.00	Mar 9
7386	Boston and Maine R.R.	Notes	7,000,000.00	Mar 25
7386	Boston and Maine R.R.	Amendatory	.....	Oct 7
7467	N. Y. Central R.R. Co.	E. T. ctfs.	36,225,000.00	Apr 21
7483	International Ry. Co.	Bonds	800,000.00	May 13
7483	International Ry. Co.	Amendatory	.....	Jun 15
7382	Rutland R.R. Co.	Notes	409,160.00	May 6
7521	Boston and Maine R.R.	Bonds	8,843,000.00	May 20
7518	The D. and H. Co.	Bonds	10,000,000.00	May 20
7538	Binghamton Ry. Co.	Rcvr.'s ctfs.	75,000.00	Jun 17
7570	Boston and Maine R.R.	Bonds	17,606,000.00	Jun 10
7570	Boston and Maine R.R.	Amendatory	.....	Jun 15
7551	Empire State R.R. Corp.	Bonds	28,800.00	Jun 1
7567	Erie R.R. Co.	E. T. ctfs.	4,600,000.00	Jun 10
7598	Erie R.R. Co.	Bonds	4,300,000.00	Jun 22
7597	N. Y., C. and St. L. R.R. Co.	Bonds	1,036,000.00	Jun 24
7635	Long Island R.R. Co.	E. T. ctfs.	1,668,000.00	Jul 15
7635	Long Island R.R. Co.	Notes	419,279.00	Jul 15
7707	International Ry. Co.	Stock	792,500.00	Aug 26
7605	Marion Ry. Corp.	Bonds	25,000.00	Sep 9
7748	Empire State R.R. Corp.	Notes	70,000.00	Oct 1
7806	Lehigh and H. R. Ry. Co.	Stock	2,987,000.00	Oct 5
7844	Arcade and Attica R.R. Corp.	Note	15,000.00	Nov 11
6957	Orange Co. Tr. Co.	Notes	851.34	Jan 8
7058	Geneva, S. Falls and A.	Notes	10,161.94	Jan 8
7133	Orange Co. Tr. Co.	Notes	15,331.61	Jan 13
7695	Huntington Tr. Co., Inc.	Bonds	25,000.00	Aug 10
		Stock	80,000.00	.....
6884	Poughkeepsie and W. F. Ry. Co.	Bonds	126,000.00	Nov 23
7464	Woodlawn Imp. A. Tr. Corp.	Bonds	21,000.00	Apr 22
7464	Woodlawn Imp. A. Tr. Corp.	Amendatory	.....	Apr 27
7586	Alexandria Bay–Redwood Tr. Co.	Stock	15,000.00	Jun 29
7628	Woodlawn Imp. A. Tr. Corp.	Bonds	79,000.00	Jul 20
7934	Boston and Maine R.R.	Bonds	7,265,479.00	Dec. 14
7977	New York State Rys.	Bonds	750,000.00	Dec. 28
	Authorization canceled			
936	New York State Rys.	Bonds	8,634.00	Mar 16

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Table showing applications passed upon by the Commission under section 69 of the Public Service Commissions Law for permission to issue stocks, bonds, or other evidences of indebtedness by electrical corporations and gas corporations:

Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7304	Syracuse Ltg. Co.	Bonds	$500,000.00	Jan 15
7304	Syracuse Ltg. Co.	Amendatory	.....	Feb 10
7292	Tonawanda Pr. Co.	Stock	65,000.00	Jan 13
6780	Morris Lt. and Pr. Corp.	Stock	10,000.00	Jan 27
7078	Milling and Ltg. Co.	Stock	8,000.00	Jan 29
7080	Milling and Ltg. Co.	Supplemental	.....	Mar 4
7288	Depew and Lancaster Lt., Pr. and Con. Co.	.....	5,400.00	Jan 8
7302	Lockport Lt., Ht. and Pr. Co.	Bonds	300,000.00	Jan 15
7269	Niagara and Erie Pr. Co.	Notes	322,000.00	Jan 15
		Bonds	363,000.00	
6928	Cuba El. Co., Inc.	Stock	41,000.00	Jan 27
7256	Berkshire Delco Ltg. Co.	Stock	6,000.00	Feb 5
6831	Genesee Lt. and Pr. Co.	Bonds	9,500.00	Feb 26
6525	Oswego River Pr. Trans. Co.	Stock	16,600.00	Feb 3
6680	Seneca River Pr. Co.	Stock	77,700.00	Feb 3
		Bonds	325,000.00	
		Amendatory	.....	Apr 15
6860	Depew and Lancaster Lt., Pr. and Con. Co.	Notes	100,000.00	Apr 1
		Stock	100,000.00	Apr 6
		Amendatory	.....	Apr 13
7255	Lebanon Valley Ltg. Co.	Stock	6,500.00	Mar 16
7277	Portville Utility Co., Inc.	Stock	41,100.00	Mar 30
7017	Binghamton Lt., Ht. and Pr. Co.	Bonds	325,000.00	Apr 6
		Amendatory	.....	May 20
		Amendatory	.....	Jul 29
7076	Schuyler El. Lt. and Pr. Corp.	Stock	800.00	Apr 8
7456	Tonawanda Pr. Co.	Stock	475,000.00	Apr 22
		Amendatory	.....	Jun 17
7457	Western N. Y. Util. Co., Inc.	Bonds	208,000.00	Apr 27
		Stock	94,300.00	
7367	Wayne Pr. Co.	Bonds	89,500.00	Apr 27
7490	Buffalo Gen. El. Co.	Stock	2,000,000.00	Apr 27
		Bonds	2,000,000.00	
7463	Niagara, L. and O. Pr. Co.	Bonds	313,000.00	Apr 27
5889	Niagara El. Ser. Corp.	Stock	210,000.00	May 6
			42,000.00	
7287	Olean El. Lt. and Pr. Co.	Bonds	400,000.00	May 6
7475	Depew and Lancaster Lt., Pr. and Con. Co.	Bonds	50,000.00	May 25
		Stock	21,000.00	.....
7381	Lockport Lt., Ht. and Pr. Co.	Stock	450,000.00	May 20
		Amendatory	.....	Jun 1, 3, 17, 24, & Nov 9
7476	Union El. Co.	Bonds	5,000.00	May 27
7537	Berholme Pr. Co.	Stock	25,000.00	Jun 15
7381	Lockport Lt., Ht. and Pr. Co.	Notes	176,000.00	Jun 1
5040	Olean El. Lt. and Pr. Co.	Bonds	150,000.00	Jun 15
7560	Tonawanda Pr. Co.	Stock	150,000.00	Jun 17
		Bonds	640,000.00	
7495	Fillmore El. Co., Inc.	Stock	59,000.00	Jun 22
7308	Afton-Windsor Lt., Ht. and Pr. Co.	Bonds	5,000.00	Jul 15
7603	East Aurora El. Lt. Co.	Stock	15,000.00	Jul 15
7665	Nassau Lt. and Pr. Co.	Stock	106,000.00	Aug 31
		Amendatory	.....	Sep 30
7666	Bombay El. Corp.	Bonds	6,000.00	Aug 31
6776	Newport El. Lt. and Pr. Co.	Bonds	75,000.00	Aug 26
7544	Hadley Lt. and Pr. Co., Inc.	Stock	10,000.00	Aug 26
7596	Genesee Lt. and Pr. Co.	Stock	106,700.00	Jul 22
7667	Elmira W., L. and R. R. Co.	Bonds	630,000.00	Aug 26
		Amendatory	.....	Sep 16
6557	Republic Lt., Ht. and Pr. Co., Inc.	Stock	1,544,900.00	Jul 22
6558	Republic Lt., Ht. and Pr. Co., Inc.	Stock	144,900.00	Jul 22
6559	Republic Lt., Ht. and Pr. Co., Inc.	Stock	37,700.00	Jul 22
6560	Republic Lt., Ht. and Pr. Co., Inc.	Stock	1,121,500.00	Jul 22
6561	Republic Lt., Ht. and Pr. Co., Inc.	Stock	420,800.00	Jul 22
6562	Republic Lt., Ht. and Pr. Co., Inc.	Stock	26,900.00	Jul 22
6563	Republic Lt., Ht. and Pr. Co., Inc.	Stock	431,000.00	Jul 22
6564	Republic Lt., Ht. and Pr. Co., Inc.	Stock	61,300.00	Jul 22
	Republic Lt., Ht. and Pr. Co., Inc.	Amendatory	.....	Sep 9
7642	Binghamton Lt., Ht. and Pr. Co.	Stock	522,500.00	Jul 29
			181,600.00	
7563	Niagara El. Ser. Corp.	Stock	200,000.00	.....
7782	Long Island Ltg. Co.	Stock	500,000.00	Sep 30

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Case No.	Name of corporation	Nature of security	Amount allowed	Date of order, 1920
7606	Western N. Y. Util. Co., Inc	Stock	$155,700.00	Oct 7
7772	Canaseraga El. Co., Inc	Stock	35,000.00	Oct 26
6841	Sanborn-Pekin Pr. Co., Inc	Stock	4,300.00	.....
7117	Rome Gas, El. Lt. and Pr. Co	Bonds	150,000.00	Feb 19
7377	Utica Gas and El. Co	Stock	2,000,000.00	Mar 3
		Amendatory	.....	Jul 1
		Bonds	2,000,000.00	Jul 22
7379	Rochester Gas and El. Corp	Stock	500,000.00	Apr 1
		Amendatory	.....	Jun 10
7601	Central Hudson Gas and El. Co	Bonds	197,000.00	Jul 8
		Amendatory	.....	Aug 3
5044	Central Hudson Gas and El. Co	Bonds	203,000.00	Jul 6
		Amendatory	.....	Aug 3
7717	Fulton Co. Gas and El. Co	Stock	1,732,600.00	Sep 2
		Amendatory	.....	Sep 16
7557	Empire Gas and El. Co. and	Stock	1,300,000.00	Oct 19
	Empire Coke Co	Notes	300,000.00	
7108	Snyder Gas Co	Stock	10,000.00	Feb 24
6311	Troy Gas Co	Stock	443,600.00	Jun 29
7289	Saugerties Gas Lt. Co	Stock	12,100.00	Aug 26
7688	Nassau and Suffolk Ltg. Co	Bonds	436,000.00	Aug 26
		Amendatory	.....	Sep 9
7863	Adirondack Pr. and Lt. Corp	Bonds	2,500,000.00	Nov 4
7873	Lewiston and L. O. S. Pr. Co	Bonds	15,000.00	Nov 18
7878	Stissing Lt. and Pr. Co	Stock	18,000.00	Nov 23
7843	Northern N. Y. Utilities, Inc	Stock	912,900.00	Nov 9
		Bonds	2,000,000.00	
7910	Central Hudson Gas and El. Co	Bonds	1,378,000.00	Nov 18
		Stock	1,378,000.00	
4886	Utica Gas and El. Co	Stock	3,220,000.00	Nov 16
7626	Malone Lt. and Pr. Co	Bonds	100,000.00	Dec 7
7939	Niagara Falls Pr. Co	Bonds	4,000,000.00	Dec 9 & 16
7943	Niagara, L. and O. Pr. Co	Bonds	290,000.00	Dec 14
7797	Northern N. Y. Utilities, Inc	Stock	322,600.00	Dec 16
7367	Wayne Pr. Co	Bonds	1,000.00	Dec 16
7918	Corning Lt. and Pr. Corp	Bonds	39,000.00	Dec 9
7555–58–59	N. Y. State Gas and El. Corp	Bonds	2,709,000.00	Dec 16
7971	Westchester Ltg. Co	Bonds	3,390,000.00	Dec 23
	Authorizations canceled			
6987	Adirondack El. Pr. Corp	Bonds	9,000.00	Jan 22
2957	Niagara Falls Pr. Co	Bonds	3,567,000.00	Feb 19
1281	Oswego River Pr. Trans. Co	Bonds	6,000.00	Feb 3
7456	Tonawanda Pr. Co	Stock	225,000.00	Jun 17
5997	Elmira W., Lt. and R. R. Co	Bonds	160,000.00	Sep 30
86	Newport El. Lt. and Pr. Co	Bonds	60,000.00	Oct 7
359	Granville El. and Gas Co	Bonds	150,000.00	Jan 22
6967	Niagara Falls Pr. Co	Bonds	2,000,000.00	Dec 6

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showing applications passed upon by the Commission
ction 101 of the Public Service Commissions Law for
on to issue stocks, bonds, or other evidences of indebted-
telephone corporations:

Name of corporation	Nature of security	Amount allowed	Date of order, 1920
Henry Tel. Co	Stock	$18,600.00	Jan 29
sville Tel. Co	Stock	5,000.00	Mar 26
ribers Service Tel. Co., Inc	Stock	50,000.00	May 13
Lake Tel. Lines	Stock	10,000.00	Sep 30
n Peoples Tel. Co	Stock	15,000.00	Oct 7
tain Home Tel. Co	Bonds	67,000.00	Dec 7
	Notes	40,000.00	
uis Tel. and Tel. Co	Bonds	140,000.00	Dec 22
western Tel. Corp	Bonds	89,200.00	Dec 30
Authorization canceled			
ster Tel. Co	Bonds	13,800.00	Mar 30

showing applications passed upon by the Commission
he year 1920 for authorizations under sections 55, 69,
of the Public Service Commissions Law, classified as
of corporation, number of applicants, and amounts
ed:

ass	Stocks		Bonds		All securities	
	Number	Amount	Number	Amount	Number	Amount
ads	2	$3,779,500.00	16	$138,224,171.25	18	$142,003,671.25
oads	1	80,000.00	4	177,344.89	5	257,344.89
rporations	1	15,000.00	2	100,000.00	3	115,000.00
rporations	28	10,973,300.00	23	16,107,500.00	51	27,080,800.00
ions	3	465,700.00	1	436,000.00	4	901,700.00
rical corpora-	5	10,930,600.00	7	10,666,000.00	12	21,596,600.00
orporations	5	98,600.00	3	336,200.00	8	434,800.00
	45	$26,342,700.00	56	$166,047,216.14	101	$192,389,916.14

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DIVISION OF STEAM RAILROADS

The year 1920 marks a very significant period in respect of the maintenance and operation of railroads within the United States. On March 1st the United States Railroad Administration relinquished control. During most of the preceding two months there had been an atmosphere of uncertainty with respect to the possible future of the properties, and definite policies for the year were for the most part undetermined. Immediately following the cessation of Federal control there came a period of reorganization, more or less chaotic in the beginning, which later resolved itself into definite form, and from that time the development of the properties to their present stage may be said to have commenced.

The period of Federal control was marked by an enormous amount of deferred maintenance combined with an unprecedented volume of traffic. No two things could do more to test the fundamental stability of track, structures, and equipment, but notwithstanding this the Commission believes that the railroads within the State of New York in general were in fair condition in all save one or two factors, and that the present year has been employed in attempting to restore the properties to a condition approximating that of pre-war times. The situation produced under Federal control was of course largely influenced by a scarcity of labor and the necessity for conserving materials for war purposes, combined with the slow evolution of industry from a war basis to strictly industrial production.

As indicated in previous reports, the Commission was fully aware of the conditions which prevailed and has devoted its inspection work to the problem of pointing out clearly the fundamental necessities. It has endeavored to coöperate with the corporations in bringing about as speedily as possible a state of maintenance which the Commission believes to be absolutely essential for the safe and proper operation of the railroads within the State. Much has been accomplished but a vast amount yet remains to be done. The future looks bright, and the Commission believes that decided improvements should be observed during 1921.

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Permanent Way and Structures: The inspection of the tr and structures of every property within the State has been cluded. It has been the purpose of the Commission to make inspections as rigid as possible, and where conditions warra re-inspections of specific details have been conducted. The porations in general have displayed a generous spirit of coö tion, and the Commission is impressed with the manifest which has been made to correct the defects which have discovered.

Deferred maintenance in respect of rails, ties, and ballast the particular problem confronting the railroads. Rails ha been continued in the track beyond the point which safe practi has heretofore dictated as being permissible, because of t inability of the corporations to secure new rails. Ties, on accou of the high price and the depletion of the supply of state or near timbers available for such use, have been difficult to procure ev at what seem to be exorbitant prices. Ballast has been neglect because the safety of the track structure is not so seriously depe dent upon it, in the hope that prices of both materials and lab would soon be lower. The usual tables of rail failure statistic are herewith presented. A marked increase is observed over th which prevailed in the corresponding period of the precedin year. In view of the limited renewals, these failures can not b ascribed to anything other than the exhaustion of the materia

BROKEN RAILS

Month	1911–12	1912–13	1913–14	1914–15	1915–16	1916–17	1917–18	1918–19	1919–2
July	88	179	149	122	110	89	103	210	17
August	125	227	94	101	98	122	138	197	21
September	216	167	161	134	47	165	175	246	20
October	278	320	206	199	222	216	230	241	27
November	241	450	245	226	226	263	275	298	73
December	241	363	338	364	247	177	409	495	38
January	1283	347	390	447	247	330	1532	370	53
February	1124	391	734	350	282	926	1656	392	53
March	1173	384	596	362	451	514	872	284	66
April	511	201	347	188	222	283	453	236	29
May	165	151	147	141	149	220	314	146	15
June	109	117	111	97	123	142	190	103	19
Totals	5554	3297	3518	2731	2424	3447	6347	3218	437

The Commission has continued its investigation of the problem of the internal transverse fissure, and submits herewith tables statistics which it has been compiling since 1913. It is very evident from an examination of these statistics that the problem is as yet unsolved, and the Commission regrets that it has no

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positive solution or suggestion to offer. Transverse fissures occur in heavy as well as the relatively light rails, under heavy and moderate traffic, on lines of dense traffic as well as lines of relatively light traffic. The Commission is convinced that the cause for the development of these fractures must be looked for early in the processes of manufacture rather than in the subsequent service to which the rails are put.

Month	1913	1914	1915	1916	1917	1918	1919	1920	Totals
January	....	13	23	26	43	22	63	38	228
February	....	13	11	20	34	21	34	27	160
March	....	12	35	22	34	27	42	52	224
April	....	12	19	25	46	46	40	45	233
May	....	12	22	27	33	38	32	37	201
June	....	11	17	34	32	30	31	42	197
July	....	12	14	18	16	25	47	38	170
August	....	5	20	31	36	34	60	49	235
September	....	5	38	55	34	48	59	*50	289
October	....	16	32	46	36	46	79	*59	314
November	....	35	38	42	57	55	75	*12	314
December	4	26	38	38	57	56	83	....	302
Totals	4	172	307	384	458	448	645	449	2,867

* Not complete.

By railroads		By manufacturers		By rail sections		Position in ingot	
Company	Number	Name	Number	Weight, lbs.	Number	Letter	Number
D., L. & W.	1,369	A	1,013	105	158	A	810
N. Y. C.	686	B	1,736	101	629	B	700
L. V.	363	C	50	100	827	C	417
D. & H.	309	D	19	91	724	D	238
N. Y., O. & W.	75	E	34	90	332	E	153
B., R. & P.	21	F	10	85	78	F	17
Penna.	20	G	2	80	109	.....	.....
N. Y., N. H. & H.	10	H	1	76	9	No letter	532
C. N. E.	7	.....	2	70	1	.....	.....
L. I.	4	.....	.....	.....	.....	.....	.....
Erie	2	.....	.....	.....	.....	.....	.....
Rutland	1	.....	.....	.....	.....	.....	.....
Totals	2,867	.....	2,867	.....	2,867	.....	2,867

Year	*Number*	*Year*	*Number*	*Year*	*Number*	*Year*	*Number*
1920	1	1913	503	1906	6	1898	10
1919	4	1912	457	1905	2	1897	13
1918	5	1911	649	1904	1	1896	4
1917	18	1910	619	1903	1	1895	1
1916	32	1909	212	1902	3	1893	1
1915	18	1908	45	1901	4	1892	2
1914	232	1907	7	1899	4	1890	1
						No date	12

Total			2,867
Rails broken on curves	1,075	Rails broken over ties	1,208
Rails broken on tangents	1,792	Rails broken between ties	1,659
	2,867		2,867

The following table is a distribution of the failures during the current year in accordance with the year in which the rails were rolled, and is interesting on account of the measure of service which it indicates.

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	Number	Year	Number
	1	1911	59
	3	1910	84
	3	1909	23
	10	1908	6
	12	1907	1
	7	1906	1
	72	1898	1
	162	1896	1
	150		
			506

ctions of Equipment: The inspection of the equipment ailroads within the State indicates a state of improvement at which prevailed last year. An inspection of the equip each railroad has been made, and the following tables are ary of the result.

notives assigned to service in the State:

Item	1920	1919	1918	1917	1916
s assigned to service in State on rail- which general inspection was made	5618	5064	5429	4525	[illegible]
s assigned to service in State inspected	3645	3444	3653	3084	[illegible]

The figures for 1919 in the above table do not include the Buffalo, Rochester and Pitts- falo Creek, Buffalo and Susquehanna, Grand Trunk, Michigan Central, and South roads, which were inspected too late to permit the necessary statistics to be included e tables.

cts observed:

	Number
locomotives operated	5618
s inspected	3645

of Defects	Number
quipment defective	176
defective	141
r defective [1]	308
eels defective	51
k or trailer wheels defective	68
der trucks, or wheels defective	183
cking leaking	22
ar defective [2]	233
iances defective	224
defective	26
s defective	3
leaking or defective	3
smoke-arch defective	94
xed or defective	1
ng	35
ntings inside of cab leaking or defective [3]	154
ntings outside of cab leaking or defective [4]	279
ng	19
box sheets leaking or defective	88
ed	2
rings leaking	164
s leaking or defective	129
operative or defective	22
shields missing or defective	1
broken	61
les plugged or hammered over	3
de sheets, outside, defective	13
or water glass shields missing or defective	177

ect covers crossheads, guides, piston and piston rods, main and side rods.
fect covers crank pins, driving boxes, driving box shoes and wedges, frames, lateral k, pilots and spring rigging.
fect covers injector connections in cab, squirt-hose connections, steam gauge and m pipes, and valves in cab, etc.
ect covers blow-off cock, boiler checks, cylinder leaks, plugs leaking, steam valves ab, and washout plugs, etc.

the increased force provided for the inspection of equip- amendments of sections 47 of the Public Service Com-

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missions Law and 73 of the Railroad Law, and for which the Commission has requested an appropriation from the Legislature, the Commission will be able to give a closer and more detailed inspection than heretofore, particularly in respect to electric locomotives.

Locomotive Boiler Inspections: The following tables are prepared from information derived from the inspection of locomotive boilers. The total number of locomotive boilers reported and their distribution according to companies are shown as follows:

New York Central	3,342
Erie	1,523
Pennsylvania	1,039
Lehigh Valley	928
New York, New Haven and Hartford	733
Delaware, Lackawanna and Western	731
Delaware and Hudson	498
Grand Trunk	450
Boston and Maine	389
Buffalo, Rochester and Pittsburgh	322
New York, Chicago and St. Louis	253
Michigan Central	233
Boston and Albany	220
New York, Ontario and Western	192
Long Island	184
Rutland	92
Central New England	81
Buffalo and Susquehanna	52
Lehigh and Hudson River	49
Pere Marquette	49
Pittsburg, Shawmut and Northern	49
Wabash	49
Canadian Pacific	48
Lehigh and New England	44
South Buffalo	31
Central Vermont	29
Ulster and Delaware	29
Walsh Construction Co	24
Buffalo Creek	23
Toronto, Hamilton and Buffalo	20
Donner Steel Co	11
Solvay Process Co	10
Quebec, Montreal and Southern	9
American Locomotive Co	7
Fonda, Johnstown and Gloversville	7
Grasse River	7
Wickwire Steel Co	7
Delaware and Northern	6
Genesee and Wyoming	6
Union Carbide	6
Central New York Southern	5
Lake Champlain and Moriah	5
New York and Pennsylvania	5
Total for above companies	11,797
43 other companies operating less than 5 locomotives	82
Grand total December 1, 1920	11,879

The following table shows the disposition of boilers reported during the past year:

Number of boilers reported for service December 1, 1919		11,748
Number of boilers scrapped or sold during year	124	
Number of boilers permanently withdrawn from New York state during year	163	
		287
Difference		11,461
Specifications filed during year		418
Number of boilers reported for service December 1, 1920		11,879

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The total number of alteration reports and re-filed specification cards received during past year are as follows:

Number of specifications cards re-filed during year	129
Number of alteration reports filed during year	802
	931

The number of locomotive boilers and average ages are as follows:

Company	Number of locomotive boilers reported for service	Average age
Boston and Albany	220	12.6
Boston and Maine	389	11.1
Buffalo, Rochester and Pittsburgh	322	11.8
Buffalo and Susquehanna	52	15.5
Central New England	81	16.3
Delaware and Hudson	498	16.1
Delaware, Lackawanna and Western	731	15.4
Erie	1,523	16.7
Grand Trunk	450	17.4
Lehigh Valley	928	11.5
Long Island	184	19.1
Michigan Central	233	13.5
New York Central	3,342	11.6
New York, Chicago and St. Louis	253	11.5
New York, New Haven and Hartford	733	14.2
New York, Ontario and Western	192	17.4
Pennsylvania	1,039	14.5
Rutland	92	17.5
Totals	11,262	13.8

In addition to the above there were 68 railroad and manufacturing companies operating less than fifty locomotives each, who reported 617 locomotive boilers in service of an average age of 16.2 years, making a total of all railroad and manufacturing companies in the State reporting 11,879 locomotive boilers of an average age of 13.9 years.

December 1, 1919, there were 11,748 locomotive boilers of an average age of 13.14 years.

The distribution of boilers according to their ages is as follows:

Item	Dec. 1, 1917	Dec. 1, 1918	Dec. 1, 1919	Dec. 1, 1920
Number of boilers reported under 10 years of age	3,761	4,411	4,023	3,691
Number of boilers reported 10 years and under 20 years	5,882	5,589	5,837	5,924
Number of boilers reported 20 years and under 30 years	1,064	1,308	1,578	1,865
Number of boilers reported 30 years and under 40 years	195	241	295	380
Number of boilers reported 40 years and over	2	6	15	19
Totals	10,904	11,555	11,748	11,879

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The number of locomotive boilers built during the past three years is shown as follows:

Company	1920	1919	1918
Beaver Boards Co	.....	1	.....
Boston and Albany	.....	.....	10
Boston and Maine	20	.....	.....
Buffalo, Rochester and Pittsburgh	.....	.....	39
Delaware and Hudson	.....	1	20
Delaware, Lackawanna and Western	16	.....	15
Donner Steel Co	2	.....	1
Erie	1	45	47
Genesee and Wyoming	1	.....	.....
Grand Trunk	.....	6	9
Lehigh and Hudson River	.....	.....	4
Lehigh Valley	4	48	15
Long Island	.....	.....	4
Michigan Central	.....	.....	14
New York Central	1	24	362
New York, Chicago and St. Louis	.....	.....	25
New York, New Haven and Hartford	40	16	49
Pennsylvania	.....	.....	5
Pittsburg, Shawmut and Northern	2	.....	.....
Rutland	.....	.....	8
Solvay Process Co	1	.....	.....
South Buffalo	.....	.....	2
Standard Oil Co	1	.....	.....
Unadilla Valley	.....	2	.....
Totals	89	143	629

Forest Preserves: At the beginning of the year the price of fuel oil had risen to such a height, and the available supply had fallen so low, that it became obvious that considerable difficulty would be experienced by the railroads operating within the Adirondacks in complying with the order of the Commission with respect to burning oil between 8 a. m. and 8 p. m. from April 15th to November 1st.

Prior to April 1st, the corporations subject to this order petitioned the Commission to be relieved from its requirements, alleging that they were unable to secure fuel oil at any price, a contention which they were able to sustain by evidence. After hearing and considerable investigation by the Commission, a suspension was granted by the Commission for one month under certain specific restrictions and requirements with reference to the maintenance of coal burning locomotives, including the types of front ends and ash-pans, their regular inspection, track patrol, etc. Subsequently a supply of fuel oil became available at a relatively high price, and The Delaware and Hudson Company voluntarily resumed the burning of oil, chiefly on account of its inability to provide an adequate supply of coal burning locomotives which would meet the specifications laid down by the order of the Com-

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mission. The New York Central Railroad Company, however, petitioned a further suspension on account of the excessive cost of burning oil at the high price which it was compelled to pay; and furthermore, because during the period of suspension it believed it had demonstrated its ability to burn coal without danger from fire, the period referred to having been very dry. After hearing, the Commission consented to a further suspension for one month, under the provision that the company would purchase and put in storage a sufficient supply of oil to enable it to begin the use of oil immediately on notice from the Commission, and to continue such oil burning during the balance of the season. This the company did, and further suspensions were made from month to month on petition from the company, with the result that no oil was burned by it during the entire period.

Most of the season was quite wet, but there were periods during the Spring and Fall, the most dangerous seasons for fire, in which the forests were quite dry; and the Commission is gratified that no fires of any consequence occurred either on or off the right of way of the railroads which could be attributed to locomotives of the corporations subject to the order. The Commission is not disposed to conclude that the operation of this year is evidence that the practice may be continued in 1921 with safety. It rather regards the situation as one which must be determined on the merits as they exist when the order requiring oil burning becomes effective. The results achieved since the beginning of oil burning in 1910 are too definite and too successful to permit them to be destroyed by a fire started by a coal burning locomotive. The Commission, therefore, wishes it to be understood that its action in 1920 with respect to The New York Central Railroad Company must not be construed as a definite policy, but rather as a temporary expedient adopted in the face of unusual conditions.

Train Service: The return of the railroads brought with it a demand for the restoration of service formerly enjoyed but which had been curtailed by the United States Railroad Administration. This has resulted in numerous complaints, many of which have been satisfactorily adjusted by informal consideration. A few have required formal hearings, followed by orders for restora-

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tion and dismissal as the facts warranted. The instances in which the corporations have been disposed to ignore the apparent just complaints are relatively few.

The system of reports of passenger train operation which has been required by the Commission has been continued, and it is believed that this work has engendered a spirit of keen rivalry on the part of the corporations which can not but result in the production of greater regularity of operation.

Automatic Train Control: In its annual reports the Commission has repeatedly referred to the subject of train control and dealt with it at some length in the report for 1919. The experience of the past year, notably in connection with the accidents on the New York Central Railroad at Schenectady June 9th, and at Forsyth August 20th, determined the Commission to embark on a definite policy. To that end it recommended to The New York Central Railroad Company, which it considered to be the most thoroughly developed of any within the State, that it consider the installation of some form of train control on at least fifty line miles of the main passenger track of either the Hudson, Mohawk, or Syracuse divisions, including the equipment of all passenger locomotives and at least twenty-five freight locomotives.

The company replied to this recommendation, with a request that a committee consisting of three representatives of the Commission and three of the railroad be appointed to determine what devices might be available, and where on the railroad the ones so found could best be installed for experimental trial.

The committee was promptly appointed and has been engaged in extensive investigations for some time, and expects to make a definite report before the end of the year. The Commission is confident that the first definite step toward automatic train control made under public supervision will be undertaken within the State of New York in 1921, and believes that before the end of the year it will be able to report conclusively as to the effectiveness of train control and the desirability of making installations throughout the State.

Accidents: The statistics which the Commission submits herewith in respect to the accidents which have occurred during the

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past year show an unfortunate increase in the number of accidents as well as in the number of casualties. To assign a reason for this is difficult, if not impossible. There has been no relaxation apparent in the efforts of the corporations to continue "safety first" programmes, and the period in question includes that in which the United States Railroad Administration carried on an extensive campaign through its Safety Section. The increase, however, is not great, and the Commission considers the record to be very good when it is remembered that during the period in question the greatest volume of traffic in the history of the railroads passed over the rails. The following table summarizes the statistics which have been compiled and which may be found in Appendix C:

Item	1915–16	1916–17	1917–18	1918–19	1919–20
Number of accidents	5,323	6,149	6,015	4,690	5,057
Passengers killed	13	15	23	29	33
Passengers injured	528	435	680	534	616
Persons carried under contract killed	.....	*.....	2	2	2
Persons carried under contract injured	.....	*29	73	25	43
Employees killed	160	226	224	186	168
Employees injured	2,468	3,211	2,857	2,083	2,114
Trespassers killed	375	364	227	187	88
Trespassers injured	284	250	175	119	89
Non-trespassers killed	120	137	157	117	112
Non-trespassers injured	304	407	431	385	370
Total number killed	668	742	633	521	403
Total number injured	3,584	4,332	4,216	3,146	3,232

* Persons carried under contract were formerly classified as passengers.

Fatalities to passengers show an increase, and as will be seen by the following table the chief cause lies in collisions. Automatic train control, of which mention has been made, seems to be desirable from the point of view of eliminating this useless sacrifice of human life, if such control can be depended upon to correct the errors of the human element.

The fatalities to passengers resulted from the following causes:

Falling from engines, trains, or cars	2
Getting on or off trains in motion	1
Struck while on track by train	1
Struck while standing on platform too close to track	1
Derailment of passenger train due to defective or broken locomotive axle	1
Derailment of freight train due to defective or broken freight-car axle	1
Rear-end collisions between passenger trains	3
Rear-end collisions between passenger and freight trains	14

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A classification of the several general types of railroad accidents follows, and includes comparisons with former years:

Item	1916–17	1917–18	1918–19	1919–20
Accidents occurring while on trains, not resulting from an accident to a train	2,835	2,377	1,834	1,980
Accidents occurring while on tracks or adjacent thereto either from contact with trains or from other causes	1,529	1,496	1,075	965
Derailments of passenger trains	105	158	77	174
Derailments of freight trains	1,066	1,358	1,244	1,504
Butting collisions between passenger trains	.....	1	.....	1
Butting collisions between passenger trains and freight trains	3	4	2	5
Butting collisions between freight trains	21	24	19	21
Rear-end collisions between passenger trains and freight trains	11	19	4	10
Rear-end collisions between passenger trains	5	3	2	2
Rear-end collisions between freight trains	122	141	69	65
Side collisions between passenger trains	4	4	2	1
Side collisions between passenger trains and freight trains	12	10	1	2
Side collisions between freight trains	90	77	81	84

There has been a further increase in the number of accidents at highway grade crossings, but the number of casualties resulting therefrom has decreased. Notwithstanding that the number of accidents is very large, the Commission is gratified that more accidents have not occurred, for in the majority of cases which it has been able to investigate the evidence seems to be clear that a minimum of care on the part of the travelers on the highways would have prevented the accidents. When the vast number of automobiles which pass over the highways of the State of New York during the summer season is considered, it is remarkable that the number of accidents is so small. Undoubtedly the protection which has been afforded at the crossings of the heavily traveled highways has much to do with keeping this number down. During the year the Commission has found it desirable to direct that increased protection be afforded at a number of the crossings. This protection has included gates, flagmen, and audible-visible signals. The latter type seems to be particularly well adapted to the important highways in the outlying districts, since advance warning is given the motorist at some distance from the crossing. More extended use of this type is making motorists more familiar with them, so that they are observed and respected. These signals are not infallible, but it is believed that the fact that they give practically continuous service, and the times when they are out of service are infrequent and the period during which this occurs relatively short, makes such a signal highly desirable on improved or other main thoroughfares carrying a relatively dense traffic.

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The following tables show the accidents and casualties which have occurred:

Crossing protection	1918–19		1919–20	
	Automobiles	Other vehicles	Automobiles	Other vehicles
Unprotected crossings	114	49	122	41
Protected by bells	45	10	52	11
Protected by flagmen	39	11	47	9
Protected by gates	24	6	18	5
Totals	222	76	239	66
Unprotected crossings	114	49	122	41
Protected crossings	108	27	117	25

Crossing protection	1918–19				1919–20			
	K.	I.	K.	I.	K.	I.	K.	I.
Unprotected crossings	46	93	10	39	21	110	5	25
Protected by bells	17	39	2	3	22	40	4	4
Protected by flagmen	6	31	5	6	13	60	1	2
Protected by gates	3	15	0	4	1	7	1	3
Totals	72	178	17	52	57	217	11	34
Unprotected crossings	46	93	10	39	21	110	5	25
Protected crossings	26	85	7	13	36	107	6	9

Crossing protection	Pedestrians 1918–19		Pedestrians 1919–20	
	K.	I.	K.	I.
Unprotected crossings	3	10	4	6
Protected by bells	1	1	0	0
Protected by flagmen	3	11	5	8
Protected by gates	16	12	6	13
Totals	23	34	15	27
Unprotected crossings	3	10	4	6
Protected crossings	20	24	11	21

Crossing protection	Vehicles 1918–19		Vehicles 1919–20	
	K.	I.	K.	I.
Unprotected crossings	56	132	26	135
Protected by bells	19	43	26	44
Protected by flagmen	11	37	14	62
Protected by gates	2	19	2	10
Totals	88	231	68	251
Unprotected crossings	56	132	26	135
Protected crossings	32	99	42	116

	1918–19	1919–20
Total killed	111	83
Total injured	265	278

Eliminations of Grade Crossings: The activities of this department of the Commission's work have been confined to completing the work which has been under way and the preparation of new

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cases in which there is a possibility of work being commenced as soon as prices for materials and labor show a tendency to return to normal. The tables herewith presented show the status of the work under order, from which it will be discovered that but little has been done looking toward a resumption of the usual amount of work accomplished by the State before the war. The work at the Court Street grade crossing in Watertown has been continued, and work has been started at the Brown Street grade crossing in Rochester. Both of these are extensive projects involving difficult problems in municipal work. The crossings at both were subjected to extensive travel and their elimination is important. At Watertown, the crossing is now virtually eliminated since it has been closed to vehicular traffic, and pedestrian traffic has been diverted to a route in which the maximum of protection can be afforded.

Particular attention is directed to the financial statement included in the tables herewith presented. The Commission desires to make it clear that the amount available for future work is only sufficient for those cases now pending before it in which orders may be made, and to take care of increased costs involved in doing work heretofore ordered. It is essential therefore that an additional appropriation be made this year, if this work is to be extended. An increased tendency on the part of the municipalities and the corporations to take advantage of the provisions of the Railroad Law respecting the elimination of grade crossings is noted, and it would be exceedingly unfortunate if the good work which has been accomplished by the State in thus removing many of the dangerous conditions prevailing at grade crossings should be even temporarily subjected to a retarding effect.

The following tables indicate the orders which have been made by the Commission since the last annual report.

Order for the crossing of an existing railroad by a new highway, in accordance with section 90 of the Railroad Law:

Case No. 7056; New York Central Railroad; city of Utica, Parkside court.

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Orders for the alteration of existing crossings, in accordance with section 91 of the Railroad Law:

Case No.	Railroad	Locality
G.C. 539	Delaware, Lackawanna & Western	Town of Cortlandville, Cortland-Homer road
5905	New York Central	City of Kingston, Broadway
6645	Pennsylvania	Town of Sherman, Perkins crossing
[1] 6919	Lehigh Valley	Town of Victor, county highway No. 335
7075	Delaware, Lackawanna & Western	Town of Nichols, River road
[2] 7096	Erie	Town of Alexander
7150	Delaware, Lackawanna & Western	Town of Union, state highway No. 5377
7151	New York Central	Village of Clyde, Seneca and Waterloo streets
[3] 7275	Pennsylvania	City of Elmira, Main street
7461	New York Central	City of Kingston, Cornell street
[1] 7469	New York Central	Town of Saugerties, state highway No. 5169
7531	New York Central	Town of Herkimer, county highway No. 460
[1] 7535	New York Central	City of Rensselaer, Columbia turnpike
[1] 7724	Long Island	Town of Southampton, Sagaponack road
[1] 7808	Long Island	Town of Easthampton, Montauk road

[1] Change in an existing overgrade crossing.
[2] Change in an existing undergrade crossing, proceedings instituted under section 95.
[3] Part elimination by construction of a subway for pedestrians only.

Orders for modifications of orders previously made:

Case No.	Railroad	Locality
G.C. 539	Delaware, Lackawanna & Western	Town of Cortlandville, Cortland-Homer road
[1] 1848	Long Island	City of Glen Cove, Duck Pond road
2916	New York Central	Town of Lewiston, state highway No. 5590
5117	Ulster and Delaware	City of Kingston, Rondout Creek bridge
5495	Delaware & Hudson	Town of Duanesburgh, state highway No. 5551
5608	New York Central	Town of Lewiston, county highway No. 475
5695	New York Central	Town of Altamont
6326	Erie	Town of Hinsdale, old Main road to Cuba
7150	Delaware, Lackawanna & Western	Town of Union, state highway No. 5377

[1] Order rescinding previous order.

The following table indicates the crossings eliminated during the past year. Four hundred and ten crossings have been eliminated within the State up to the present time.

Case No.	Railroad	Municipality	County	Number
6645	Penna	Town of Sherman	Chautauqua	1
7150	D., L. & W	Town of Union	Broome	1
7151	N. Y. C	Village of Clyde	Wayne	2

The status of the projects in which orders have been made is herewith indicated:

Case No. 156, city of White Plains, New York Central railroad: plans and specifications for the Woodland Place viaduct to eliminate the Tibbets Avenue grade crossing have been prepared by the Bronx Parkway Commission; work of construction expected to be started in 1921.

Case No. 254, city of Mount Vernon, New York Central railroad: contract for the completion of the Broad Street viaduct to eliminate the Fleetwood Avenue grade crossing has been awarded; work of construction started.

Case No. 277, town of Warsaw, Erie railroad: work to be started as soon as contract can be let.

Case No. G.C.-432, city of Buffalo, Elmwood avenue, Delaware, Lackawanna and Western railroad: work completed.

Case No. G.C.-539, town of Cortlandville, Cortland-Homer road, Delaware, Lackawanna and Western railroad: preparation of detail plans in progress; work of construction to be started in 1921.

Case No. G.C.-682, city of Newburgh, South Water, William, and Kemp streets, New York Central railroad: work of construction deferred pending consideration of a change of plan.

Case No. 1519, city of Jamestown, Erie railroad: work suspended indefinitely; no progress during the past year.

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Case No. 2805, town of Cheektowaga and village of Sloan, Delaware, Lackawanna and Western, Erie, and Lehigh Valley railroads: viaduct and approaches completed; work on marginal and connecting streets again postponed; municipality securing additional land; no progress during the past year.

Case No. 2916, town of Lewiston, state highway No. 5590, New York Central railroad: original order amended, case closed.

Case No. 3046, town of Afton, state highway No. 5261, Delaware and Hudson railroad: preparation of detail plans and specifications in progress; work expected to be started in 1921.

Case No. 3133, city of Mount Vernon, Fifth street, New York, New Haven and Hartford railroad: work completed; accounting deferred pending settlement of dispute in regard to certain charges in the railroad company's bill.

Case No. 3400, city of Yonkers, Worth street, New York Central railroad: work of construction not started, pending construction of street.

Case No. 3675, town of North Salem, state highway No. 5464, New York Central railroad: re-grading of east approach again deferred; settlement of damage claims still pending.

Case No. 3729, towns of Salina and DeWitt, New York Central railroad: work of construction deferred by Highway Department on account of lack of funds.

Case No. 3778, city of Ogdensburg, New York Central railroad: work completed with exception of lowering of track to obtain necessary clearance which work has again been deferred.

Case No. 4052, town of Chester, state highway No. 5297, Lehigh and Hudson River railroad: work of construction still deferred by the Highway Department on account of lack of funds.

Case No. 4108, town of Remsen, New York Central railroad: work completed, final accounting in progress.

Case No. 4473, town of Mamakating, state highway No. 5510, New York, Ontario and Western railroad: final settlement still deferred on account of inability to obtain clear title to certain property necessary for the project.

Case No. 4643, town of Brookhaven, Long Island railroad: work completed, final accounting in progress.

Case No. 4852, town of Carrollton, Buffalo, Rochester and Pittsburg railroad: work of construction deferred by railroad.

Case No. 4855, town of Camillus, New York Central railroad: detail plans and specifications approved; work expected to be started in 1921.

Case No. 4887, city of Jamestown, Buffalo street, Erie railroad: work deferred on account of high cost of labor and materials.

Case No. 4965, city of Watertown, Court street, New York Central railroad: work in progress; construction about 60% complete including retaining walls, embankment, and girder spans on north approach; arch ribs and lower deck masonry on span over river; arch over railroad; and a portion of the retaining walls and embankment on the south approach.

Case No. 5005, city of Rochester, Brown street, New York Central and Buffalo, Rochester and Pittsburgh railroads: steel purchased, contract for construction awarded; work in progress on temporary arrangement of tracks.

Case No. 5081, town of Delhi, county highway No. 1441, New York, Ontario and Western railroad: work of construction which was postponed on account of war conditions expected to be started in 1921.

Case No. 5117, city of Kingston, state highway No. 5599, Ulster and Delaware railroad: origina order amended; work in progress on anchorages for suspension bridge.

Case No. 5236, town of New Paltz, New York Central railroad: work completed.

Case No. 5495, town of Duanesburgh, state highway No. 5551, Delaware and Hudson railroad: original order amended, preparation of detail plans in progress.

Case No. 5507, town of Barton, Lehigh Valley railroad: work of construction still deferred.

Case No. 5605, town of Springwater, county highway No. 1321, Erie railroad: work of construction which was deferred by the railroad company pending the improvement of the remainder of the county highway, to be started in 1921.

Case No. 5608, town of Lewiston, county highway No. 475, New York Central railroad: original order amended and detail plans and specifications approved; work of construction deferred on account of high cost of proposed structure at present prices.

Case No. 5660, town of Richmondville, Delaware and Hudson railroad: work deferred by Highway Department pending a possible change of plan.

Case No. 5673, crossings between Buffalo and Niagara Falls, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5695, town of Altamont, New York Central railroad: original order amended eliminating necessity for new side street leading to freight house; case closed.

Case No. 5755, towns of Lafayette and Fabius, Delaware, Lackawanna and Western railroad: town of Fabius, bridge and grading of approaches completed; town of Lafayette, bridge completed and south approach graded.

Case No. 5768, city of Tonawanda, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5800, cities of Tonawanda, North Tonawanda, and Niagara Falls, Frontier Electric railway: construction of railway deferred indefinitely.

Case No. 5801, town of Unadilla, county highway No. 708, New York, Ontario and Western railroad: work of construction deferred by Highway Department on account of lack of funds.

Case No. 5905, city of Kingston, Broadway, New York Central railroad: work of construction deferred on account of an injunction obtained by tax-payers restraining the City of Kingston from spending any money to carry out the provisions of the order.

Case No. 5981, cities of Tonawanda and North Tonawanda, New York Central railroad: work of construction in progress; that portion of the new line of the railroad located within the city of Tonawanda has been completed except the connection with the old line south of Kohler street, the new station and grounds, and a short gap at the old Fillmore avenue sidetrack from the Tonawanda branch; the structures over Tonawanda creek and over Sweeney street in North Tonawanda have been completed; the work at Tremont street and north thereof has been deferred until 1921.

Case No. 5991, town of Great Valley, county highway No. 1509, Buffalo, Rochester and Pittsburgh railroad: work deferred by Highway Department.

Case No. 6018, city of Buffalo, Hopkins street, Buffalo, Rochester and Pittsburgh railroad: work completed.

Case No. 6026, town of Caledonia, Lehigh Valley railroad: work postponed by railroad company.

Case No. 6027, towns of Alden and Lancaster, Lehigh Valley railroad: work postponed by railroad company.

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Case No. 6155, town of Camillus, New York Central railroad: detail plans and specifications approved; work of construction expected to be started in 1921.

Case No. 6297, town of Worcester, Delaware and Hudson railroad: work in progress.

Case No. 6301, town of Maryland, Delaware and Hudson railroad: work in progress.

Case No. 6315, town of Saugerties, New York Central railroad: work deferred by town.

Case No. 6326, town of Hinsdale, Erie railroad: grading completed; remainder of work postponed until 1921.

Case No. 6330, city of North Tonawanda, International railway: work postponed until construction of Frontier Electric railway.

Case No. 6339, city of Newburgh, South street, New York Central railroad: work deferred by city.

Case No. 6428, city of Rochester, Blossom road, New York Central railroad: detail plans approved; work expected to be started in 1921.

Case No. 6466, city of Ithaca, North Cayuga street, Central New York Southern railroad: work deferred by railroad company.

Case No. 6556, city of Watertown, Massey street, New York Central railroad: work deferred on account of the high cost of labor and materials.

Case No. 6749, city of Syracuse, Delaware, Lackawanna and Western railroad: work in progress

Case No. 6919, town of Victor, county highway No. 335, Lehigh Valley railroad: work in progress.

Case No. 7056, city of Utica, Parkside court, New York Central railroad: work deferred by city.

Case No. 7075, town of Nichols, River road, Delaware, Lackawanna and Western railroad: work of construction to be started in 1921.

Case No. 7096, town of Alexander, Erie railroad: plans and specifications approved; work of construction to be started in 1921.

Case No. 7150, town of Union, Riverside drive, state highway No. 5377, Delaware, Lackawanna and Western railroad: undergrade crossing completed and approaches graded; pavement on approaches to be constructed in 1921.

Case No. 7275, city of Elmira, South Main street, Pennsylvania railroad: work deferred until 1921.

Case No. 7461, city of Kingston, Cornell street, New York Central railroad: work deferred on account of an appeal from the Commission's order by a property owner.

Case No. 7469, town of Saugerties, state highway No. 5169, New York Central railroad: work temporarily deferred by Highway Department on account of lack of funds

Case No. 7531, town of Herkimer, New York Central railroad: work of construction in progress.

Case No. 7535, city of Rensselaer, Columbia turnpike, New York Central railroad: work of construction deferred until 1921.

Case No. 7724, town of Southampton, Sagaponack road, Long Island railroad: work deferred until 1921.

Case No. 7808, town of Easthampton, Montauk road, Long Island railroad: work deferred until 1921.

There are still a number of petitions before the Commission for the elimination of grade crossings, a list of which is given herewith. To accomplish the elimination of all the crossings involved would require approximately $1,000,000 as the State's share of the cost.

Case No.	Railroad	Municipality	Name of crossing
157	N. Y. C.	Village of Tarrytown	M[illegible] and Wildey streets
1230	Erie	Town of Wallkill	P[illegible]lls Station
1415	N. Y. C.	City of Rochester	L[illegible] avenue
2098	Erie	Town of Blooming Grove	Bl[illegible]ming Grove—Lin[illegible]ln Highway
2658	D. & H.	Town of Fenton	Nowlan road
2843	Erie	Village of Salamanca	Wildwood avenue
2875	N. Y. C.	Village of Cornwall	River road, Back Rd. and Main St.
3290	N. Y., O. & W.	City of Middletown	Wisner avenue
3402	B. & M.	Town of Rotterdam	County highway No. 641
3690	L. V.	Town of LeRoy	North and Lake streets
4474	D. & H.	Town of Colonie	Shaker-Watervliet (Co. highway)
*4675	Genesee River	Town of Cuba	State highway No. 5174
5633	D. & H.	Village of Cobleskill	Main street (state highway)
5641	D. & H.	Town of Afton	Maple street
5651	N. Y. C.	Town of Guilderland	Fullers road
5906	D. & H.	City of Albany	Broadway and Madison Ave.
5984	D., L. & W.	Town of North Dansville	Near village of Dansville
5990	N. Y. C.	City of Yonkers	Yonkers Ave. and Tuckahoe Rd.
7149	Erie	Town of Kirkwood	County highway No. 834
7470	Penna., Erie, and B., R. & P.	Town of Carrollton	Bradford-Carrollton (Federal aid highway)
7823	Penna. and N.Y., C. & St. L.	Town of Evans	Creek road
7824	N. Y. C.	Town of Ments	Port Byron-Conquest (Federal aid highway)
7936	N. Y. C.	Town of Perinton	Rochester-Fairport (Co. highway)

* Petition for reconstruction of existing under-crossing.

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The following is a financial statement of the condition of the funds appropriated by the Legislature for the elimination of grade crossings:

Total amount appropriated prior to 1912	$2,317,606.92
Less amount lapsed	2,945.86
	$2,314,661.06
Amount appropriated by Legislature of 1912	Nothing
Amount appropriated by Legislature of 1913	Nothing
Amount appropriated by Legislature of 1914	Nothing
Amount appropriated by Legislature of 1915	552,000.00
Amount appropriated by Legislature of 1916	175,000.00
Amount appropriated by Legislature of 1917	250,000.00
Amount appropriated by Legislature of 1918	100,000.00
Amount appropriated by Legislature of 1919	Nothing
Amount appropriated by Legislature of 1920	Nothing
	$3,391,661.06
Total amount paid by State Treasurer to December 31, 1920, as the State's portion of cost	2,707,738.23
Balance for future work and completion of that already authorized	$683,922.83
Amount segregated and set aside for work ordered	313,026.90
Balance not specifically segregated or set apart for work ordered	$370,895.93
Estimated amount necessary to complete work already ordered, in addition to the amount previously segregated	335,465.37
Balance available for future orders	$35,430.56

The distribution of the amount segregated and set aside for work ordered with respect to the various projects is as follows:

Case No.	Railroad	Municipality	Amount
156	N. Y. C.	City of White Plains	$7,344.63
254	N. Y. C.	City of Mount Vernon	1,961.99
277	Erie	Town of Warsaw	4,000.00
1519	Erie	City of Jamestown	92,796.54
2805	D., L. & W., L. V., and Erie	Town of Cheektowaga and village of Sloan	22,328.56
3778	N. Y. C.	City of Ogdensburg	3,639.18
4643	Long Island	Town of Brookhaven	2,726.56
4965	N. Y. C.	City of Watertown	34,494.08
5005	N. Y. C.	City of Rochester	121,735.36
6919	Lehigh Valley	Town of Victor	22,000.00
	Total		$313,026.90

The estimated amount necessary to complete work already ordered by the Commission, as stated above, $335,465.37, is divided as follows:

Cases in which work of construction has been started and in which additional funds are necessary to complete:

Case No.	Railroad	Municipality	Additional segregation necessary
156	N. Y. C.	White Plains	$3,055.37
4643	L. I.	Brookhaven	700.00
1519	Erie	Jamestown	*
	Total		$3,755.37

* There is a balance of $92,796.54 from the amount segregated in case No. 1519, but the estimated cost of completing the project is so great that the work has been postponed indefinitely.

Case in which an order has been made and an amount segregated which is insufficient to complete the work on account of the increased cost of labor and materials:

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Case No. 277, Erie Railroad Co., Town of Warsaw; additional segregation necessary $2000.

Cases in which orders have been made but no funds have been segregated:

Case No.	Railroad	Municipality	Amount necessary to be segregated
G. C. 539	D., L. & W.	Town of Cortlandville	$25,000.00
G. C. 682	N. Y. C.	City of Newburgh	100,000.00
5905	N. Y. C.	City of Kingston	125,000.00
6155	N. Y. C.	Town of Camillus	22,000.00
6315	N. Y. C.	Town of Saugerties	10,500.00
6556	N. Y. C.	City of Watertown	20,000.00
7075	D., L. & W.	Town of Nichols	5,000.00
7096	Erie	Town of Alexander	8,000.00
7275	Penna.	City of Elmira	5,000.00
7461	N. Y. C.	City of Kingston	1,500.00
7535	N. Y. C.	City of Rensselaer	3,750.00
7724	L. I.	Town of Southampton	660.00
7808	L. I.	Town of Easthampton	3,300.00
	Total		$329,710.00

Case No. 4887, city of Jamestown, Buffalo street, Erie Railroad Co., has not been included in the above table as the work of construction in this case has been postponed indefinitely by order of the Commission.

The distribution of the money already expended from the funds appropriated by the Legislature for the elimination of grade crossings with respect to the various counties and to the railroad corporations is as follows:

County	Amount	Percentage
Albany	$150,995.24	5.577
Allegany	3,054.93	0.113
Bronx	9,720.51	0.359
Broome	92,758.41	3.426
Cattaraugus	43,395.33	1.602
Cayuga	15,164.56	0.560
Chautauqua	96,297.44	3.556
Chemung	11,867.01	0.438
Chenango	4,301.06	0.159
Clinton	.....	.....
Columbia	12,114.61	0.447
Cortland	2,765.86	0.102
Delaware	.....	.....
Dutchess	35,523.68	1.312
Erie	121,310.59	4.480
Essex	.....	.....
Franklin	88.38	0.003
Fulton	.....	.....
Genesee	30,263.01	1.118
Greene	.....	.....
Hamilton	.....	.....
Herkimer	2,694.77	0.100
Jefferson	65,837.30	2.431
Kings	.....	.....
Lewis	.....	.....
Livingston	1,807.36	0.067
Madison	7,138.36	0.264
Monroe	161,722.36	5.973
Montgomery	7,811.57	0.288
Nassau	55,792.07	2.060
New York	.....	.....
Niagara	27,309.01	1.008

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County	Amount	Percentage
Oneida	$158,782.01	5.864
Onondaga	25,556.39	0.944
Ontario	3,131.16	0.116
Orange	52,874.54	1.953
Orleans	.....	.....
Oswego	14,311.03	0.529
Otsego	29,687.10	1.096
Putnam	3,929.02	0.145
Queens	.....	.....
Rensselaer	26,141.30	0.965
Richmond	.....	.....
Rockland	15,347.17	0.567
St. Lawrence	16,360.82	0.604
Saratoga	.....	.....
Schenectady	411,515.52	15.198
Schoharie	.....	.....
Schuyler	2,296.96	0.085
Seneca	.....	.....
Steuben	73,913.03	2.730
Suffolk	116,135.53	4.289
Sullivan	28,585.13	1.056
Tioga	.....	.....
Tompkins	2,743.48	0.101
Ulster	26,408.82	0.975
Warren	.....	.....
Washington	.....	.....
Wayne	2,100.86	0.078
Westchester	729,116.19	26.927
Wyoming	9,068.75	0.335
Yates	.....	.....
Totals	$2,707,738.23	100.

Company	Miles of road in State [1]	Per cent of total road in State	Amount expended	Per cent of total amount expended
N. Y. C.	2,740.61	35.985	[2] $1,710,868.94	63.185
Erie	944.98	12.408	311,560.04	11.506
D. & H.	679.95	8.928	172,693.13	6.378
L. I.	394.56	5.181	171,927.60	6.350
D., L. & W.	493.28	6.477	[3] 128,080.42	4.730
N. Y., O. & W.	443.73	5.826	88,049.82	3.252
Penna.	432.35	5.677	32,233.33	1.190
B., R. & P.	183.82	2.414	30,574.97	1.129
B. & M.	120.50	1.582	20,026.55	.740
U. & D.	128.88	1.692	14,128.96	.521
N. Y., C. & St. L.	71.01	0.932	10,262.04	.379
C. N. E.	209.65	2.753	7,300.00	.270
P., S. & N.	88.72	1.165	3,054.93	.113
L. V.	633.25	8.315	2,743.48	.101
N. Y., N. H. & H.	25.47	.334	2,278.35	.084
L. & H. R.	25.20	.331	1,955.67	.072
Totals	7,615.96	100.	$2,707,738.23	100.

[1] Does not include miles of road operated under trackage rights.
[2] The total for The New York Central Railroad Company includes $28,367.55 expended in case No. 5005, part of which amount is properly chargeable to the Buffalo, Rochester and Pittsburgh Railway Company.
[3] The total for The Delaware, Lackawanna and Western Railroad Company includes $78,018.33 expended in case No. 2805, part of which amount is properly chargeable to the Erie and Lehigh Valley Railroad companies.

The practice of making detailed inspections of the condition of the structures erected under orders of the Commission, inaugurated last year, has been continued. All of the recommendations made subsequent to the inspections of 1919 have received attention, and the Commission believes that this practice has resulted in material benefit to the property which it was designed to protect.

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DIVISION OF ELECTRIC RAILROADS

The work of this division has been conducted during the past year without substantial change in its general character or purpose, but there has been considerable change in the personnel and organization. Mr. C. R. Barnes, Chief of the division, resigned August 1, 1920, to accept the position of Commissioner of Railways in the city of Rochester. From that date to December 1, 1920, the work of the division was carried on by R. G. Winans, Assistant Electric Railroad Inspector. On the latter date, the division was consolidated with the steam railroad division under the title Division of Railroads.

December 31, 1920, there were sixty-five operating electric railroad corporations in this Public Service District. In May the Babylon Railroad Company, maintaining and operating 7.3 miles of road, ceased operation. At the end of the year there were seven electric railroad companies in this District operated under receivers. The names of these companies, with the miles of first and second track, follow:

Company	*Miles of track*
Binghamton Railway	44.36
Buffalo and Depew Railway	13.18
Buffalo and Lake Erie Traction	179.22
Hornell Traction	9.83
Penn Yan and Lake Shore Railway	8.50
Westchester Street Railroad	28.09
Western New York and Pennsylvania Traction	93.55
Total	376.73

The number of miles of track maintained and operated by the above named companies is 376.73, which is 13.7 per cent of the total track mileage in this Public Service District, compared with 304.66 miles operated under receivers as of December 31, 1919, or 10 per cent of the total miles of track.

January 1, 1920, the receiver of the Buffalo Southern Railway was discharged and the company reorganized under the name of the Erie County Traction Company. The Huntington Railroad Company ceased operation during September, 1919. It was reorganized as the Huntington Traction Co., Inc., and a certificate of public convenience and a necessity was issued August 10, 1920. Operation has not yet been commenced. The Commission does not recognize the Great South Bay Ferry Company as having the right to operate an electric railroad. During the year

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the protective committee of bondholders divorced the Hamburg Railway from the Buffalo and Lake Erie Traction Company and it is being operated as a separate company.

At present there are 2003 miles of first track and 755 miles of second track, a total of 2758 miles of electric railroad track, operated in this Public Service District. The Babylon railroad, with 7.3 miles, and the Barcelona branch of the Chautauqua Traction Company which is 1.01 miles in length, have been abandoned. If the operation of the Huntington railroad is commenced, it would add 7.55 miles to the first track, since none of the track mileage of the Huntington railroad is included in the above total. There is some difference between the track mileage reported by the electric railroad companies in the past two years, which explains the difference in the number of miles of track reported this year as compared with the number shown in last year's report. There were no track extensions constructed during the year.

The following statement shows the electric railroad corporations operating in this Public Service District December 31, 1919, and the operating revenues for that year, arranged in order of amount of the latter:

Company	*Operating revenues*
New York State Railways	$9,406,473
International Railway	9,300,437
United Traction	2,848,872
Buffalo and Lake Erie Traction	2,181,771
Schenectady Railway	1,664,282
Hudson Valley Railway	1,118,942
Yonkers Railroad	1,081,074
Rochester and Syracuse Railroad	1,010,960
Berkshire Street Railroad	883,591
Empire State Railroad Corp	857,553
Fonda, Johnstown and Gloversville Railroad	764,274
New York, Westchester and Boston Railway	752,307
Binghamton Railway	722,742
Westchester Electric Railroad	672,242
Auburn and Syracuse Electric Railroad	632,544
Rochester, Lockport and Buffalo Railroad Corp.[1]	427,316
Elmira Water, Light and Railroad	549,222
Buffalo, Lockport and Rochester Railway[2]	126,250
Western New York and Pennsylvania Traction	451,222
New York and Stamford Railway	434,003
Southern New York Power and Railway Corp	381,326
Albany Southern Railroad	357,703
Jamestown Street Railway	313,804
Westchester Street Railroad	298,585
Orange County Traction	237,947
Poughkeepsie and Wappingers Falls Railway	231,190
Ithaca Traction Corp	226,993
Elmira, Corning and Waverly Railway	222,710
Niagara Gorge Railroad	197,532
Kingston Consolidated Railroad	190,999
Jamestown, Westfield and Northwestern Railroad	180,794
Syracuse and Suburban Railroad	172,974
Warren and Jamestown Street Railway	158,994

[1] Operations commenced April 1, 1919.
[2] Operations ceased March 31, 1919.

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Company	*Operating revenues*
Chautauqua Traction	154,648
Niagara Junction Railway	150,121
Black River Traction	131,020
Buffalo Southern Railway	126,318
Geneva, Seneca Falls and Auburn Railroad	115,350
Waverly, Sayre and Athens Traction	110,601
Syracuse Northern Electric Railway	104,175
Cortland County Traction	104,056
Corning and Painted Post Street Railway	87,590
Peekskill Lighting and Railroad	81,677
Wallkill Transit	77,725
Hornell Traction	70,919
Fishkill Electric Railway	69,059
Huntington Railroad [3]	37,699
Ogdensburg Street Railway	47,008
New York, Westchester and Connecticut Traction	41,362
Buffalo and Williamsville Electric Railway	40,669
Plattsburgh Traction	37,766
Troy and New England Railway	36,428
Rochester & Manitou Railroad	35,515
New Paltz, Highland and Poughkeepsie Traction	34,190
Penn Yan & Lake Shore Railway	31,773
Kaydeross Railroad Corp	38,684
Port Jervis Traction	27,616
Glen Cove Railroad	26,400
Hudson River and Eastern Traction	21,251
Mount Beacon Railway	19,933
Batavia Traction	18,776
Nassau County Railway	17,977
Buffalo and Depew Railway	16,942
Paul Smith's Electric Light and Power and Railroad	13,011
Northport Traction	11,645
Putnam and Westchester Traction	11,906
Babylon Railroad	8,305
Suffolk Traction [4]	5,859

[3] Operations ceased September 23, 1919.
[4] Operations ceased October 10, 1919.

Results of operations of electric railroads for nine months ended September 30, 1920, compared with the corresponding period of 1919:

Item	Nine months ended Sept. 30, 1919	Nine months ended Sept. 30, 1920	Amount increase or decrease	Per cent increase or decrease
Railroad operating revenues	$30,230,430	$34,724,322	$4,493,892	15.0
Railroad operating expenses	24,360,146	28,404,250	4,044,104	16.6
Net revenue railway operations	$5,870,284	$6,320,072	$449,788	7.7
Railway tax accruals	[1] 1,778,098	1,901,245	123,147	6.9
Railroad operating income	[2] $4,092,186	$4,418,827	$326,641	8.0
Gross income	$4,837,380	$5,581,406	$744,026	15.4
Net corporate income (or deficit)	D 2,180,801	D 1,640,079	D 540,722	D 24.8
Dividend appropriations	176,124	209,797	33,673	19.1
Number revenue passengers carried	425,661,163	455,697,685	30,036,522	7.1
Number car-miles operated	71,996,533	72,633,468	636,935	.9

D prefixed to a figure denotes a decrease or deficit.
[1] The item of $37,600, which includes gas, electric, and railroad departments of the Albany Southern Railroad Company, is excluded from the above, since allocation has not been made.
[2] Operating income of the Fonda, Johnstown and Gloversville Railroad Company includes both steam and electric operations; allocation has not been made.

Increased Rates of Fare: Practically all the operating electric railroads in this Public Service District have within the past three years made application to this Commission for approval of increased rates of fare. Increasing the operating revenue through increased fares rather than curtailment of service has favorably

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affected the net income of a number of the companies, while both methods have of necessity been applied to some roads to insure continued operation. Where companies have not been repressed by franchise stipulations, the Commission has given all applications for increased fares active consideration and thorough investigation, and in each case where increased fares were found to be necessary to continue operation with a fair return on a reasonable investment, increased rates were authorized.

The following statement shows the evolution and present status of rates of fares in cities included in this Public Service District:

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Municipality	Corporation	1917 Rate of fare: Cash	1917 Rate of fare: Tickets	Increase allowed	Increase effective
		cents	cents		
Albany	United Traction	5			
Amsterdam	Fonda, Johnstown and Gloversville	5			
Auburn	Auburn and Syracuse Electric	5			
Batavia	Batavia Traction	5			
Beacon	Fishkill Electric	5			
Binghamton	Binghamton Railway	5			
Buffalo	International Railway	5			
Canandaigua	New York State Railways	5			
Cohoes	United Traction	5			
Corning	Corning and Painted Post Street	5			
Cortland	Cortland County Traction	5			
Elmira	Elmira Water, Light and Railroad	5			
Fulton	Empire State Railroad	5			
Geneva	Geneva, Seneca Falls and Auburn	5			
Glen Cove	Glen Cove Railroad	5			
Glens Falls	Hudson Valley Railway	5			
Gloversville	Fonda, Johnstown and Gloversville	5			
Hornell	Hornell Traction	6		Nov. 20	Dec. 4
Hudson	Albany Southern	5			
Ithaca	Ithaca Traction	6		Nov. 21	Dec. 1
Jamestown	Jamestown Street Railway	5			
Johnstown	Fonda, Johnstown and Gloversville	5			
Kingston	Kingston Consolidated Railroad	5			
Lackawanna	Hamburg Railway	5			
Little Falls	New York State Railways	5			
Lockport	International Railway	5			
Mechanicville	Hudson Valley Railway	5			
Middletown	Wallkill Transit	5			
Mount Vernon	Westchester Electric Railroad	5			
Newburgh	Orange County Traction	6		Nov. 21	Nov. 29
New Rochelle	Westchester Electric Railroad	5			
Niagara Falls	International Railway	5			
North Tonawanda	International Railway	5			
Ogdensburg	Ogdensburg Street Railway	5			
Olean	Western New York and Penna. Tr	5			
Oneida	New York State Railways	5			
Oneonta	Southern New York Power and Ry	5			
Oswego	Empire State Railroad	5			
Plattsburgh	Plattsburgh Traction	5			
Port Jervis	Port Jervis Traction	5			
Poughkeepsie	Poughkeepsie and Wappingers Falls	5			
Rensselaer	United Traction	5			
Rochester	New York State Railways	5			
Rome	New York State Railways	5			
Salamanca	Western New York and Penna. Tr	5			
Saratoga Springs	Hudson Valley Railway	5			
Schenectady	Schenectady Railway	5			
Sherrill	New York State Railways	5			
Syracuse	New York State Railways	5			
Tonawanda	International Railway	5			
Troy	United Traction	5			
Utica	New York State Railways	5			
Watertown	Black River Traction	5			
Watervliet	United Traction	5			
White Plains	Westchester Street Railroad	5			
Yonkers	Yonkers Railroad	5			

The foregoing table is summarized in the following statement:

Item	1917 Cities	1917 % of total	1918 Cities	1918 % of total	1919 Cities	1919 % of total	1920 Cities	1920 % of total
Number of cities in which a 5 cent fare is charged	53	95	32	57	25	44	18	32
Number of cities in which a 6 cent fare is charged	3	5	20	36	23	41	5	9
Number of cities in which a 7 cent fare is charged	....	....	4	7	6	11	24	43
Number of cities in which an 8 cent fare is charged	....	....	....	....	2	4	9	16
Totals	56	100	56	100	56	100	56	100

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1918				1919				1920			
Rate of fare		Increase allowed	Increase effective	Rate of fare		Increase allowed	Increase effective	Rate of fare		Increase allowed	Increase effective
Cash	Tickets			Cash	Tickets			Cash	Tickets		
cents	cents			cents	cents			cents	cents		
6	.....	Aug. 13	Aug. 19	6	.....	.....	.....	7	.....	Jan. 22	Jan. 29
6	.....	Nov. 27	Dec. 7	6	.....	.....	.....	8	.....	Aug. 24	Sep. 30
6	.....	Dec. 31	.....	6	.....	.....	Jan. 6	7	.....	Mar. 9	Mar. 15
								8	.....	Dec. 7	Dec. 12
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	July 25	Aug. 7	6	.....	.....	.....	7	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	6	.....	Apr. 22	May 2
5	.....	.....	.....	7	4–25¢	Nov. 20	.....	7	4–25¢	.....	Apr. 18
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	Aug. 13	Aug. 19	6	.....	.....	.....	7	.....	Jan. 22	Jan. 29
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	June 20	Aug. 1	6	.....	.....	.....	8	5–35¢	Sep. 2	Sep. 11
5	.....	.....	.....	5	.....	.....	.....	7	.....	Oct. 13	Oct. 24
6	.....	Nov. 19	Nov. 25	6	.....	.....	.....	7	.....	June 24	June 29
6	.....	Nov. 27	Dec. 7	6	.....	.....	.....	8	.....	Aug. 24	Sep. 30
6	.....	.....	.....	6	.....	.....	.....	8	.....	June 22	July 9
6	.....	June 27	Sep. 1	6	.....	.....	.....	8	17–$1	Feb. 17	Feb. 23
7	8–50¢	Nov. 14	Nov. 27	7	.....	.....	.....	7	.....	.....	.....
5	.....	.....	.....	7	10–50¢	July 15	July 28	8	5–35¢	June 22	June 24
6	.....	Nov. 27	Dec. 7	6	.....	.....	.....	8	.....	Aug. 24	Sep. 30
5	.....	.....	.....	6	.....	Apr. 1	May 9	6	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	6	.....	Feb. 20	Mar. 1	6	.....	.....	.....
6	.....	Nov. 19	Nov. 25	6	.....	.....	.....	7	.....	June 24	June 29
5	.....	.....	.....	5	.....	.....	.....	7	.....	Aug. 12	Aug. 15
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	.....	.....	6	.....	.....	.....	7	.....	June 15	June 20
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
7	4–25¢	May 21	June 1	7	.....	.....	.....	7	.....	.....	.....
7	6–35¢	Sep. 5	Sep. 5	8	.....	Dec. 16	Jan. 5	8	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	7	.....	Apr. 27	May 10
5	.....	.....	.....	7	.....	Oct. 7	.....	7	.....	.....	Sep. 12
5	.....	.....	.....	5	.....	.....	.....	7	.....	Oct. 13	Oct. 21
5	.....	.....	.....	7	.....	Apr. 15	Apr. 24	7	.....	.....	.....
6	.....	June 6	July 16	6	.....	.....	.....	7	.....	Apr. 27	July 15
6	.....	Aug. 13	Aug. 19	6	.....	.....	.....	7	.....	Jan. 22	Jan. 29
5	.....	.....	.....	5	.....	.....	.....	7	4–26¢	Aug. 24	Aug. 28
5	.....	.....	.....	5	.....	.....	.....	7	.....	May 25	.....
7	.....	Sep. 5	Sep. 18	8	.....	Dec. 16	Jan. 5	8	.....	.....	.....
6	.....	Nov. 10	Nov. 25	6	.....	.....	.....	7	.....	June 24	June 29
5	.....	.....	.....	6	6–36¢	May 20	May 26	7	5–35¢	July 27	Aug. 1
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	Nov. 26	Dec. 2	6	.....	.....	.....	6	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	Aug. 13	Aug. 19	6	.....	.....	.....	7	.....	Jan. 22	Jan. 29
6	.....	Nov. 26	.....	6	.....	.....	Jan. 22	6	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
6	.....	Aug. 13	Aug. 19	6	.....	.....	.....	7	.....	Jan. 22	Jan. 29
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....
5	.....	.....	.....	5	.....	.....	.....	5	.....	.....	.....

Effect of Increased Rates of Fare on Operating Revenues and Passengers Carried, City Divisions: Information as to the effect of increased fares on operating revenues and the number of revenue passengers carried was secured by the Commission through the means of a general letter dated November 9, 1920, which was addressed to the various operating companies where the rates on city divisions had been increased. The results of city operation

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for each individual company for varying periods have been compiled. The different cities were grouped in accordance with the

STATEMENT SHOWING THE EFFECT OF INCREASED PASSENGER FARES UPON INCREASE OR DECREASE, FOR VARIOUS

Corporation	City	Population	Average rate of fare increase	Increase rate period	Duration of period, in months
			%		
				Group A. Population of	
International	Buffalo	455,000	40.0	5-1-20 to 10-31-20	6
New York State Railways	Rochester	249,000	40.0	9-1-20 to 10-31-20	2
					Totals
				Group B. Population of	
New York State Railways	Syracuse	149,000	20.0	12-1-18 to 9-30-20	22
United Traction	Albany	108,000	[2] 20.0 16.7	9-1-18 to 10-31-20	17 9
					Totals
				Group C. Population of	
New York State Railways	Utica	81,000	20.0	12-1-18 to 9-30-20	22
Schenectady	Schenectady	80,000	40.0	8-1-20 to 10-31-20	3
United Traction	Troy	76,000	[2] 20.0 16.7	9-1-18 to 10-31-20	17 9
					Totals
				Group D. Population of	
Binghamton	Binghamton	54,000	20.0	5-1-20 to 10-31-20	6
Jamestown Street	Jamestown	38,000	14.3 cash 40.0 ticket	7-1-20 to 10-31-20	4
Fonda, J. & G.	Amsterdam	34,000	33.3	9-1-20 to 10-31-20	2
Auburn and S. E.	Auburn	33,000	16.7	1-1-20 to 10-31-20	10
Poughkeepsie and W. F.	Poughkeepsie	33,000	16.7	8-1-20 to 10-31-20	3
Orange County Tr.	Newburgh	28,000	16.7	7-1-20 to 10-31-20	4
					Totals
				Group E. Population of	
Ithaca Traction	Ithaca	17,000	[2] 16.7 40.0	12-1-17 to 10-31-20	12 11
Hudson Valley	Glens Falls	16,000	16.7 20.0	12-1-18 to 10-31-20	4 11
Hornell Traction	Hornell	14,000	33.3	7-1-20 to 10-31-20	4
Hudson Valley	SaratogaSpgs.	14,000	20.0 16.7	12-1-18 to 10-31-20	4 11
Geneva, S. Falls and A.	Geneva	13,000	33.3	9-1-20 to 10-31-20	2
Albany Southern	Hudson	12,000	33.3	2-1-19 to 10-31-20	9
					Totals
				Summary:	
				Group A	
				Group B	
				Group C	
				Group D	
				Group E	
					Total

NOTE.— The comparative period is the one in which increased fares were effective; the basic period is the corresponding period of the preceding year without increased fares.

[2] A 6 cent fare was effective December 1, 1916, and a 7 cent fare November 27, 1918.

[3] A 6 cent fare was effective August 19, 1918, and a 7 cent fare January 20, 1920.

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population. The following statement shows the results for each city in the different groups mentioned:

OPERATING REVENUE AND REVENUE PASSENGERS, WITH PER CENT OF PERIODS IN THE CITIES MENTIONED

Passenger revenue				Revenue passengers			
Previous year period	Increased rate period	Amount increase or decrease	Increase or decrease	Previous year period	Increased rate period	Amount increase or decrease	Increase or decrease
Dollars	*Dollars*	*Dollars*	%				%
cities between 200,000 and 500,000							
3,407,957	4,295,975	888,018	26.0	68,778,932	68,687,393	D 91,539	D .1
625,110	781,422	156,312	25.0	12,708,821	11,815,993	D 892,828	D 7.0
4,033,067	5,077,397	1,044,330	25.1	81,487,753	80,503,386	D 984,367	D 1.2
cities between 100,000 and 200,000							
3,304,302	4,129,700	825,398	25.0	66,307,048	68,383,399	2,076,351	3.1
3,179,203	3,649,736	470,533	14.8	57,597,425	57,740,361	142,936	.2
6,483,505	7,779,436	1,295,931	20.0	123,904,473	126,123,760	2,219,287	1.8
cities between 75,000 and 100,000							
1,821,064	2,153,018	331,954	18.2	36,428,265	36,101,221	D 327,044	D .9
224,335	331,942	107,607	47.8	4,500,888	4,790,728	289,840	6.4
2,399,637	2,650,278	250,641	10.4	43,517,985	41,981,467	D 1,536,518	D 3.5
4,445,036	5,135,238	690,202	15.5	84,447,138	82,873,416	D 1,573,722	D 1.9
cities between 25,000 and 75,000							
229,831	294,485	64,654	28.2	4,578,615	4,914,966	336,351	7.3
121,450	142,613	21,163	17.4	2,948,068	2,731,728	D 216,340	D 7.4
26,224	30,326	4,102	15.7	429,630	370,465	D 59,165	D 13.8
191,836	221,634	29,798	15.5	3,252,055	3,348,699	96,644	3.0
39,601	46,914	7,313	18.5	696,350	673,920	D 22,430	D 3.2
55,028	62,943	7,915	14.4	917,148	899,286	D 17,862	D 1.9
663,970	798,915	134,945	20.3	12,821,866	12,939,064	117,198	.9
cities between 10,000 and 25,000							
250,837	304,863	54,026	21.6	4,383,057	4,339,787	D 43,270	D 1.0
184,790	232,224	47,434	25.7	3,505,865	3,721,449	215,584	6.1
25,028	27,935	2,907	11.6	417,271	356,734	D 60,537	D 14.5
16,092	18,312	2,220	13.8	300,464	286,105	D 14,359	D 4.8
3,355	3,774	419	12.5	56,022	51,206	D 4,816	D 8.6
17,980	19,952	1,972	11.0	299,502	277,263	D 22,239	D 7.4
498,082	607,060	108,978	21.9	8,962,181	9,032,544	70,363	.8
4,033,067	5,077,397	1,044,330	25.1	81,487,753	80,503,386	D 984,367	D 1.2
6,483,505	7,779,436	1,295,931	20.1	123,904,473	126,123,760	2,219,287	1.8
4,445,036	5,135,238	690,202	15.5	84,447,138	82,873,416	D 1,573,722	D 1.9
663,970	798,915	134,945	20.3	12,821,866	12,938,064	116,198	.9
498,082	607,060	108,978	21.9	8,962,181	9,032,544	70,363	.8
16,123,660	19,398,046	3,274,386	20.3	311,623,411	311,471,170	D 152,241	D .1

D prefixed to a figure denotes a decrease.

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Inspections: During the past year the same general methods of inspection of roadway, track, and bridges were employed as in preceding years, special attention being given to the inspection of bridge structures. The following electric railroads were inspected in detail:

Buffalo and Depew Railway
Black River Traction
Cortland County Traction
Empire State Railroad
Glen Cove Railroad
Kingston Consolidated Railroad
Plattsburgh Traction
Poughkeepsie and Wappingers Falls Railway
Schenectady Railway
Nassau County Railway
Northport Traction
United Traction
Troy and New England Railway
Yonkers Railroad
Auburn and Syracuse Electric Railroad
New York and Stamford Railway
Westchester Street Railroad
Westchester Electric Railroad
Ithaca Traction
Geneva, Seneca Falls and Auburn Railroad
Rochester and Syracuse Railroad

On some of the railroads, defects which were observed at the time of inspection were taken up with the companies and necessary improvements assured by operating officials. Detailed inspection reports were made some of which contained recommendations for improvements. The reports were sent to the companies, and in all instances acceptance acknowledged and assurance given of compliance with the recommendations.

In addition, the physical condition of roadbed, track, bridge structures, and equipment was observed while riding over electric railroads in the investigation of complaints and accidents and in the performance of other duties. While detailed reports of roads examined in this manner were not made, where improvements were necessary to the safety of operation they were called to the attention of company officials. These inspections might be considered as equivalent to the detailed ones on which reports were made.

Most of the electric railroad companies in this Public Service District, in attempting to operate within the limits of operating revenues during the past year, have had to reduce to some degree the standard of maintenance. This is especially true of roads operating urban and suburban properties where the track is constructed in paved streets. There has been such an accumulation of deferred maintenance on certain track sections in some of the cities that the question of track reconstruction must be considered. The standard has not been reduced to the extent of involving the element of safety, but operating companies as a whole must increase the work of track and equipment maintenance to prevent physical deterioration approaching that point.

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During the past year there have been no bridge failures or derailments of cars on interurban track. This reflects the effectiveness of the present method of inspection of roadway, track, and bridge structures.

Accidents: The following statements show the number of accidents, the nature of causes and results of same for the year 1920.

Collisions of interurban cars for year ended December 31, 1920:

Company	Number collisions	Number killed	Number injured
Albany Southern Railroad	1	.....	1
Buffalo and Lake Erie Traction	1	1	4
Elmira, Corning and Waverly Railway	1	.....	3
Fonda, Johnstown and Gloversville Railroad	1	.....	1
Syracuse Northern Electric Railway	1	1	5
Western New York and Pennsylvania Traction	1	.....	2
Totals	6	2	16

Number of persons killed and nature of accidents that occurred on city divisions for the year ended December 31, 1920:

Company	Collisions of cars	Collisions of cars with vehicles	Alighting from car	Pedestrians struck by car in cities or villages	Persons electrocuted	Derailments
Buffalo and Lake Erie Tr	1	.....	.....	.....	.....	.....
Fonda, J. and G. R.R.	.....	2	.....	2	.....	.....
Hornell Tr	.....	.....	.....	1	.....	.....
International Ry	.....	3	1	1	1	.....
Ithaca Tr	.....	.....	.....	.....	.....	2
New York and Stamford R.R.	.....	.....	.....	1	.....	.....
New York State Railways	.....	.....	.....	5	.....	.....
Rochester, L. and B. R.R.	.....	.....	.....	1	.....	.....
Schenectady Ry	.....	.....	.....	1	.....	.....
Syracuse Northern El. Ry	1	.....	.....	.....	.....	.....
Yonkers R.R.	1	.....	.....	.....	.....	.....
Totals	3	5	1	12	1	2

Number of persons killed and nature of accident that occurred on interurban divisions for the year ended December 31, 1920:

Company	Collisions of cars	Collisions of cars with vehicles	Pedestrians struck by car on private right of way
Albany Southern R.R.	.....	.....	1
Buffalo and Lake Erie Tr	1	.....	3
Chautauqua Tr	.....	3	.....
Empire State R.R.	.....	2	2
Fonda, J. and G. R.R.	.....	.....	1
Hudson Valley Ry	.....	3	2
International Ry	.....	.....	2
New York State Railways	.....	.....	2
Rochester, L. and B. R.R.	.....	4	.....
Schenectady Ry	.....	2	1
Syracuse Northern El. Ry	1	.....	.....
Troy and New England Ry	.....	.....	1
United Tr	.....	.....	1
Totals	2	14	16

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Number of collisions between electric cars and automobile within cities and villages, with number of persons killed or injured, for year ended December 31, 1920:

Company	Number accidents	Number killed	Number injured
Binghamton Ry	4	.....	.....
Fonda, J. and G. R.R	1	2	.....
Hornell Tr	31	.....	.....
International Ry	70	3	130
New York and Long Island Tr	1	.....	.....
New York State Railways	33	.....	80
Rochester, L. and B. R.R	1	1	.....
United Tr	13	.....	16
Western N. Y. and Penna. Tr	1	.....	1
Yonkers Ry	1	.....	.....
Totals	156	6	227

Nature of causes and number of passengers injured while being transported on interurban divisions of electric railroads for year ended December 31, 1920:

Company	Collision of car
Albany Southern R.R	1
Buffalo and Lake Erie Tr	3
Elmira, Corning and Waverly Ry	3
Fonda, J. and G. R.R	2
Western New York and Penna. Tr	1
Total	9

The nature of causes and number of passengers injured while being transported on city divisions of electric railroads for year ended December 31, 1920:

Company	Collisions of cars	Derailments	Collisions of cars and vehicles	Falling trolley pole	Blowing of circuit breaker	Struck by door	Turning seat
Albany Southern R.R	1	.....	.....	.....	.....	.....	.....
Elmira Water, Light and R.R	4	.....	.....	.....	.....	.....	.....
Empire State R.R	1	.....	.....	.....	.....	.....	.....
Fonda, J. and G. R.R	.....	.....	.....	.....	.....	.....	.....
International Ry	15	26	13	.....	.....	.....	.....
Ithaca Tr	16	.....	.....	.....	.....	.....	.....
Jamestown Street Ry	.....	2	.....	.....	.....	.....	.....
New York State Railways	208	112	.....	2	1	.....	.....
Syracuse Northern El. Ry	5	.....	.....	.....	.....	1	1
Syracuse and Suburban R.R	6	.....	.....	.....	.....	.....	.....
United Tr	31	20	2	.....	.....	17	1
Totals	287	160	15	2	1	18	2

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Company	Cut by glass from lamp bulb	Controller blew out	Falling car register	Hit by broken glass	Falling in car	Falling trolley wire	Window fell on arm
Albany Southern R.R.	.....	.....	.....	.....	.....	.....	.....
Elmira Water, Light and R.R	.....	.....	.....	.....	.....	.....	.....
Empire State R.R.	.....	4	.....	.....	1	.....	.....
Fonda, J. and G. R.R.	.....	.....	.....	.....	1	.....	.....
International Ry	.....	6	.....	.....	2	.....	.....
Ithaca Tr.	.....	.....	.....	.....	.....	.....	.....
Jamestown Street Ry	.....	.....	.....	.....	.....	.....	.....
New York State Railways	.....	62	.....	.....	40	.....	.....
Syracuse Northern El. Ry.	.....	.....	.....	.....	.....	.....	.....
Syracuse and Suburban R.R.	.....	.....	.....	.....	.....	.....	.....
United Tr.	1	13	1	3	72	1	3
Totals	1	85	1	3	116	1	3

The number of collisions of cars on interurban railroads for the year is 6, the same number as in the previous year. The number of persons killed in these collisions decreased from 6 to 2. The number of persons injured decreased from 144 to 16.

While the number of automobiles in use in cities has been increased, the number of collisions of cars with vehicles resulting in deaths decreased from 13 to 5.

The number of passengers injured while being transported on cars on electric railroads was 735.

The following statement shows the location and the number of persons killed and injured in collisions between electric cars and automobiles at grade crossings of highways outside of cities and villages for year ended December 31, 1920:

Company	Location of accident	Number killed	Number injured
Chautauqua Traction	3 mi. south Westfield	3	1
Empire State Railroad	1 mi. south Fulton	.....	1
Empire State Railroad	2 mi. south Fulton	1	.....
Empire State Railroad	2 mi. north Phoenix	1	.....
Hudson Valley Railway	½ mi. south Coveville	2	.....
Hudson Valley Railway	Thomson	1	.....
New York State Railways	Morrisons	.....	1
Rochester, Lockport and Buffalo R.R.	1 mi. west Holley	.....	2
Rochester, Lockport and Buffalo R.R.	Dinsmore Crossing	4	1
Schenectady Railway	Stop No. 7	1	.....
Schenectady Railway	Stop No. 22	1	.....
Totals		14	6

This department has been actively interested in attempting to reduce the number of such accidents. Each of these accidents has been thoroughly investigated and recommendations have been made to prevent a recurrence.

During the past year it is believed that the safety of operation has been increased at grade crossings of highways and electric

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railroads by the installation of stationary warning approach signs approximately three hundred feet each side of the crossing, warning the driver of any vehicle of the location of the grade crossing. These signs have had a favorable effect in reducing the number of accidents at these points.

Service and Complaints: During the past year service has been curtailed on a number of electric railroads due to the financial condition of the companies, and the majority of complaints which have been received are those which involve service. In some instances, where service has been curtailed to any material extent, the Commission has taken prompt action in having the former service restored. During the year sixty-six correspondence complaints against electric railroads have been received. Of these, thirty-six have been investigated and the matters complained of remedied to the satisfaction of the complainants.

At the beginning of the year there were eight such complaints open on the records. At the present time there are thirty of these complaints open and under investigation; some remain open by reason of inability to secure an interview with the complainant or to observe improvement in service.

The number of new complaints received increased from twenty-five last year to sixty-six this year.

One-man Safety Car: During the past year the Empire State Railroad Corporation made application to the Commission for the operation of one-man cars in the city of Oswego. With a number of modifications in the truck and electrical equipment of the car, permission was given the company to operate safety cars. These cars have been in operation in the city of Oswego since July 1st. An inspection has been made of the equipment of these cars since they were put in operation. There has been no change in the detailed specifications of the car except that during the month of November, on application of the company, an order was made withdrawing the use of the grab-rails on the front and rear ends of these cars. Investigation proved that instead of the protection being given that these rods were designed to furnish, children were being injured by hanging on to them and riding through the streets in Oswego.

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In addition to the above, one-man safety cars are operated by the Orange County Traction Company in the city of Newburgh; by the Geneva, Seneca Falls and Auburn Railroad Company in the city of Geneva; by the International Railway Company in the city of Lockport; and by The Westchester Electric Railroad Company in the cities of New Rochelle and Mount Vernon. One-man safety cars have been received by the Poughkeepsie and Wappingers Falls Railway Company, which will be put in operation in the city of Poughkeepsie in the near future.

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DIVISION OF LIGHT, HEAT, AND POWER

The duties assigned to this division are to exercise general su
vision over the service furnished by gas, electrical, and steam h
orporations. These duties include the testing of both gas a
lectric meters; the testing of gas as to quality and purity; inv
igations as to service rendered; inspections of plants and system
vith respect to safety and efficiency; to investigate properties an
eport on the cost and advisability in connection with purchase
ales, and capitalization cases; to check fixed capital expenditure
ade or proposed to be made; to handle complaints and to inter-
iew persons who call personally at the Commission's office; and
conduct a large volume of correspondence from corporations
nd consumers and the general public in connection with com-
laints, inquiries, and miscellaneous matters governing gas and
ectric service. By submitting all the facts in connection with
e complaint to the parties involved, it is possible, in the great
ajority of cases, to have the matter complained against satisfa-
rily adjusted without formal proceedings on the part of the
ommission.

Rate Cases: There have been a very large number of rate
ses before the Commission involving especially the rates charged
r gas, many of which have been bitterly contested. Utility co
rations apparently believe that the high costs of both labor an
terials will prevail for a considerable period in the future, and
therefore asking for rates which will not only pay the operat
expenses but also give them a reasonable return on their invest-
nt. Due to the shortage of coal and the lack of transportation
ilities during the earlier part of the year, it was impossible for
companies to obtain full deliveries on their contracts for coal
oil, and it was necessary for them to purchase these materials
the open market in order to keep operating, with the conse
nce that there are considerable variations in the operating
lts from month to month.

n adjusting rates it is necessary to determine with considerable
racy the amount of investment, the probable operating reve
s, and the reasonable operating expenses. With the rapidly

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shifting costs of materials it is very difficult to determine the reasonable operating expenses, and when conditions change and the costs of materials again become stable, it may be necessary to have the determinations revised and readjusted. After a reasonable total revenue has been determined, it is still necessary to go further and construct a rate schedule which will produce this revenue and at the same time be fair and equitable to all classes of consumers. Recently the so called "two-part rate," made up of the service or consumers' charge and the commodity charge, has received considerable attention and has been put into effect by numerous companies throughout the State, not however without considerable opposition from the consumers. Under this form of rate every consumer pays a monthly or annual charge for the privilege of obtaining service, to cover the expense incurred by the company in being ready to furnish service, regardless of whether any of the commodity is actually consumed, together with the additional charge based upon the actual amount of commodity used. It must be understood that when this form of rate is considered the two charges added together should produce no more than would be collected under any other form of rate; but this fact is often overlooked. There still remains considerable educational work to be done before consumers generally realize that this form of rate is probably the fairest that can be devised.

Capitalization Cases: Capitalization cases are being received in large numbers by the Commission, as a great many projects temporarily held up by the war are now being put through, and corporations are obliged to do considerable financing in spite of the high rates which they are forced to pay on the securities issued. This division coöperates with the division of capitalization and makes examinations of the physical property, checks the expenditures which have been made, and passes upon the reasonableness of those proposed; where the books and records of the company are insufficient, it makes or checks inventories and appraisals which supplement the existing records sufficiently to provide a complete statement of the fixed capital account.

Service: The question of service furnished is becoming increasingly important, especially in the smaller communities where the

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consumers now seem to desire service equal to that furnished in the larger cities: for instance, a twenty-four hour or continuous service. When any reasonably substantiated complaint or information as to inadequate service is received, a special investigation is made and a report prepared showing the existing conditions. If the service is found to be inadequate or unreasonable, recommendations are made for improving the service. Very often such recommendations are carried out and the service improved, so that no formal proceedings on the part of the Commission are necessary. During the year a total of twenty-seven such investigations and reports were made.

Plant and Line Inspections: Regular inspections are made of gas and electric plants and electric transmission and distribution systems, and recommendations are submitted where changes and improvements seem desirable for providing additional safety to both the employees of the company and the public. The operating companies coöperate in a very gratifying manner and seem to feel that this work is of benefit to them rather than a nuisance, and there is practically no disagreement as to what ought to be done nor any failure to do it. This work is largely educational in its nature and is of special benefit to the small companies.

Electricity: During the latter part of the year there has been a marked falling off of the enormous load previously existing, due to the shutting down or running on part time of a large number of industrial consumers. Companies obtaining their energy from hydraulic sources have been extremely fortunate, as the shortage and exceedingly high cost of coal have created very serious problems for the companies which obtain energy from steam driven units.

Manufactured Gas: The entire gas business has been faced by an extremely serious situation, due to the shortage and excessive costs of oil and coal. Gas companies are affected by these conditions to a far greater extent than electrical companies, as a much larger proportion of the total cost of furnishing service is in the cost of manufacturing the gas itself. In order to keep operating it was often necessary for the companies to purchase any coal

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or oil they could obtain, regardless of its suitability for the purpose of manufacturing gas, with the result that it was often impossible for the companies to meet the heating standard required by the Commission. During the last part of the year conditions have improved considerably and the companies are now finding it easier to obtain suitable materials and meet the required standards.

Natural Gas: The natural gas problem has become increasingly serious by reason of an apparent diminution in the available supply in the face of an increasing demand. At the last regular session of the Legislature the Commission was given power to regulate the consumption in certain respects, pursuant to which authority orders have been issued covering the entire State, classifying the uses of the product, limiting the industrial consumption, and prohibiting certain practices and devices which had been found to be wasteful. While this regulation has had a good effect, it will probably be necessary at an early date that many of the distributors of natural gas will be required to augment their supplies with manufactured gas.

Electric Meters and Standards: During the year the electric laboratory was moved from 58 North Pearl street and installed at the new location of the Commission, 91 State street. This interfered seriously in the routine of the division, and accounts for the lesser number of standards tested during the year as compared to previous years. No types of meters were submitted during the year for test and approval.

For the twelve months ended November 30, 1920, station testing standards owned and in use by the companies were tested as follows: 259 rotating standards; 35 ammeters, voltmeters, and indicating wattmeters; 13 master watt-hour meters: total 307. Of this total, 272 were approved as accurate, 20 were disapproved and ordered re-calibrated, and 15 were found inaccurate and readjusted by the inspectors.

For the same period, on complaint of consumers, there were tested 39 electric meters, of which 5 were found to be more than 4 per cent fast, 7 were found to be more than 4 per cent slow, and 27 were found accurate within the allowable limits of error.

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The monthly reports filed by corporations of consumers' electric meters tested show results tabulated as follows:

Month	Corporations		Meters tested				
					Inaccurate		
	Equipped with standards	Making tests	Total meters tested	Total accurate, within 4%	Total inaccurate, more than 4% fast or slow	More than 4% fast	More than 4% slow
1919							
December	210	97	12,736	11,560	1,176	401	775
1920							
January	210	90	11,404	10,334	1,070	364	706
February	210	98	9,225	8,401	824	270	554
March	210	101	12,672	11,533	1,139	372	767
April	210	95	11,883	10,791	1,092	341	751
May	210	86	12,492	11,376	1,116	416	700
June	210	81	10,666	10,037	629	222	407
July	210	82	11,734	10,466	1,268	552	716
August	210	69	12,039	10,334	1,705	1,028	677
September	210	71	11,986	10,794	1,192	531	661
October	210	82	12,697	11,419	1,278	477	801
November	210	77	11,629	10,522	1,107	395	712
Totals			141,163	127,567	13,596	5,369	8,227

The following table shows by years the results of meter tests made by the companies:

Year	*Number of meters tested*	*Per cent found correct*
1916	137,484	91.2
1917	129,774	91.2
1918	96,404	89.6
1919	132,756	91.0
1920	141,163	90.3

Inspections of Gas: All gas manufactured and sold is required to meet the standards of quality and purity established by the Commission. The larger companies are required to make daily tests of the heating power. The results of these tests are posted for public inspection and are checked from time to time by the Commission's inspectors, who also make frequent tests of gas sold by the smaller companies, and test all gas for purity.

None of the Commission's tests are made at stated intervals, nor is advance notice given to the companies. The statistics regarding gas inspections are given in Appendix E.

Gas Meters and Provers: Every gas meter is tested by inspectors of the Commission prior to its installation for use. Whenever meters are opened, they must be again tested and sealed before being placed in use by the company. Upon its authority to establish rules and regulations to carry into effect the meter testing provisions of the law, the Commission adopted a rule that all gas meters shall be deemed to be correct the registration of which is not more than 2 per cent fast or slow.

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For the year, 82,776 meters were verified and sealed as correct within the allowable limits of error above stated, and 1130 were rejected, being more than 2 per cent fast or slow, or unsound.

Of the total number sealed, new meters comprised 28.8 per cent, and repaired meters 71.2 per cent. Natural gas companies furnished 17.7 per cent, and manufactured gas companies 82.3 per cent of the total.

Upon application of consumers, special tests were made of 135 meters, 44 of which were found to register more than 2 per cent fast or to the prejudice of the consumer. The percentages of error of these meters were as follows: 7 registered 2.5 per cent; 9, 3 per cent; 5, 3.5 per cent; 1, 3.75 per cent; 6, 4 per cent; 2, 4.5 per cent; 8, 5 per cent; 1, 5.5 per cent; 1, 6 per cent; 1, 6.5 per cent; 2, 7 per cent; 1, 9 per cent.

Nineteen of the complaint meters registered more than 2 per cent slow: of these, 4 registered 3 per cent; 4, 3.5 per cent; 2, 4 per cent; 4, 5 per cent; 1, 5.5 per cent; 1, 6.5 per cent; 1, 7.5 per cent; 1, 8 per cent; 1, 9 per cent. The remainder of the complaint meters, 72 in number, were found correct within the limits of error.

Two provers were tested for accuracy this year, and 108 corporations are now properly equipped in this respect.

New Gas and Electric Plants: Below is given a list of new corporations which have received permission to construct and exercise franchises, all for electric service. This list does not comprise new corporations resulting from consolidations or reorganizations; these will be found in a succeeding paragraph.

Plant of	*Locality*
Amenia Electric Light and Power Co.	Town of Amenia
Berholme Power Co.	Town of New Berlin
	Town of Butternuts
	Town of Morris (part)
Berkshire Delco Lighting Co.	Town of Berkshire (part)
Brier Hill Electric Light and Power Co., Inc.	Hamlet of Brier Hill
	Town of Morristown
B. L. Brown and G. R. Beckwith	Town of Taylor
	Town of Cincinnatus
	Town of Pitcher
Village of Burdett	Village of Burdett
	Town of Hector
Churchville, municipal plant	Village of Churchville
DeRuyter, municipal plant	Village of DeRuyter
Charles P. Dickinson	Town of Rosendale
	Town of Ulster
Frank E. Everest	Town of Wilmington
Hadley Light and Power Co., Inc.	Town of Hadley
Hamden Electric Light Co., Inc.	Town of Hamden
Louisville Power Corp.	Town of Louisville
Portville Utility Co., Inc.	Town of Portville
	Village of Portville
Schuyler Electric Light and Power Corp.	Town of Dix
	Town of Reading
Geo. N. Wilson	Town of Rossie

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Additional Franchises Exercised: Permission was given to following operating corporations to extend their electric ser and exercise rights under new or dormant franchises:

Plant of	*New franchises exercised*
Adirondack Power and Light Corp.	Town of Clifton Park
Central Hudson Gas and Electric Co.	Village of Millbrook
	Town of Washington
Consolidated Light and Power Co., Whitehall	Town of Whitehall
	Town of Hampton
	Town of Fort Ann
Depew and Lancaster Light, Power and Conduit Co.	Town of Hamburg (part)
Ellsworth Fowler	Town of Kent
Fillmore Electric Co., Inc.	Town of Genesee Falls
Genesee Light and Power Co.	Town of Byron
	Town of Darien
Harry P. Gould	Town of West Turin
	Village of Constableville
Hammondsport Electric Light Co.	Village of Hammondsport (exte old franchise)
Holmes Bros.	Town of Theresa (transmission li
Hornell Electric Co.	Town of Hornellsville
Iroquois Utilities, Inc.	Town of Collins
Lewiston and Lake Ontario Shore Power Co.	Town of Lewiston (part)
Long Island Lighting Co.	Town of Brookhaven
Milling and Lighting Co.	Town of Brasher
	Town of Stockholm
Municipal Gas Co., Albany	Town of Colonie (part)
Newport Electric Light and Power Co.	Village of Poland
	Village of Cold Brook
Niagara and Erie Power Co.	Town of Collins (transmission
Northern New York Utilities, Inc.	Town of Clifton
W. J. Phillips	Town of Manlius (part)
Pine Plains Electric Light Co.	Town of North East
Port Leyden Electric Light and Power Co.	Village of Port Leyden
St. Lawrence Transmission Co.	Town of Fowler
	Town of Russell
Tonawanda Power Co.	Town of Grand Island (exte franchise)
Troy Gas Co.	Town of Brunswick
Wallkill Valley Electric Light and Power Co.	Town of Montgomery (tran
	Town of Wallkill
Waterville Gas and Electric Co.	Village of Oriskany Falls
Wayne Power Co.	Town of Fremont
	Town of Howard
	Town of Hornellsville
Western New York Utilities Co., Inc.	Town of Barre
	Town of Clarendon
	Town of Gaines
	Town of Hamlin
	Town of Kendall
George N. Wilson	Town of Hammond

Changes in Operation:

Albany Southern Railroad Co. permitted to lease from the Wynantskill Hydro-E part of electric transmission line in town of Sand Lake, in Rensselaer county.

Bath Municipal Plant permitted to build, maintain, and operate gas plant former by Bath Electric and Gas Light Co., in village of Bath.

The Canaseraga Electric Co., Inc., permitted to acquire franchise, works, and sy Canaseraga Heat, Light and Power Co., and to construct electric plant and exer in village of Canaseraga.

Empire Gas and Electric Co. permitted to acquire works, system, and franch Coke Co.

Fulton County Gas and Electric Co. and Mohawk Hydro-Electric Co. permitt franchises, works, and systems to consolidated corporation, the Fulton County Gas an

Genesee Valley Power Co. permitted to transfer franchises, works, and system in par and Wyoming counties to Fillmore Electric Co., Inc.

Iroquois Natural Gas Co. permitted to merge the Erie County Natural Gas Fuel

Malone Light and Power Co. permitted to acquire franchises, works, and syster Wilder, known as the Nicholville Electric Co.

Milling and Lighting Co., Inc., permitted to acquire franchises, works, and system plant in Brasher Falls, the property of Thomas D. Rochford and Richard E. Heffern

Frederick W. Munch and M. L. Munch (doing business under name of Pine Pl Light Co. permitted to transfer to Guion M. Gest, the franchises, works, and systems plant owned by them.

Albert J. Moses and Jesse M. Moses, doing business as Moses Bros., permitted to a and system of an electric plant owned by A. H. Dresser (Eaton-Morrisville Power Co of Eaton and village of Morrisville.

Mohawk Edison Co., Inc., permitted to acquire the property, rights, privileges, an of the Adirondack Electric Power Corp. Name of Mohawk Edison Co., Inc., change dack Power and Light Corp.

Seneca River Power Co. permitted to acquire all of the outstanding capital stock an the Oswego River Power Transmission Co.

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DIVISION OF TELEGRAPHS AND TELEPHONES

Further general advances in telephone rates, a shortage of equipment and lines to accommodate new applicants for service, and the legislation enacted at the special session in September are the leading features of the year especially affecting the activities of the telephone division.

Following the filing of tariffs by the New York Telephone Company, effective December 1, 1919, which was mentioned in the last annual report, about one hundred and forty formal complaints were received, and it at once became necessary to determine some practical method of progressing the hearings. A steering committee of corporation counsels took up the matter, and it was decided that the complaint of the City of Syracuse be tried as an initial case, together with the complaint of the City of Buffalo which was already pending relative to a former tariff.

At the outset the Telephone company contended for a statewide view of its valuation, revenues, and expenses, on the ground that this method would permit schedules of rates to be better graded according to population, range of service, and value of the service to subscribers. The complainants as represented in the Syracuse case strenuously opposed this plan, contending that each community should be considered separately and its rates fixed in accordance with the factors found belonging to it alone. Under divided opinion the Commission decided in favor of the segregation plan.

In the meantime, the Legislature had appropriated $50,000 in response to the Commission's request for $100,000 for valuation purposes, and as this sum was insufficient it was thought best to continue the test cases in the conviction that their determination would go far in indicating whether the rates complained of are unreasonable.

Some twenty hearings have been held, and at all times the Commission has progressed as rapidly as the parties desired, but as it became evident that the exhaustive evidence submitted by both sides could not be concluded and a determination reached within the year, notice was served upon all the complainants that they might bring their cases on at once for hearing if they so desired.

Then on September 1st the New York Telephone Company

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al advance in local service rat
n September 21st an advance o
for all short-haul toll calls up
miles. Twenty-nine additiona
were received and included wi

lic Service Commissions Law
ssion authority to suspend telep
n September 28th the Commis
all the telephone rates under o
ver, permitted the telephone corp
e rates provided they filed a bon
excess of the final award of the C
corporations affected promptly
plies only to rates under complai
the law. Subsequent increases
e been actually, suspended pend

hin New York city had been
Commission, the company could
a new tariff. August 25th the c
mission to increase its rates in
this matter was held in New Yo
l new schedule is planned to provide
l revenue. The company desires to
n of message use by varying amounts
y, advance the price per message, and
its method of contracting with sub-
for service as used, or at least for a
es month by month, whether used or
al annual use.

ated in August, 1919, an intensive
ity service which it has ever since
to report a steady and substantial
he shortage of switchboard operators
Commission strongly urged an increase
applicants in sufficient numbers to
On the 8th of Feburary the com-

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pany advanced its wage scale and has since carried on an energetic drive by advertising, paying bonuses to other employees for obtaining recruits, importing operators from other districts, and by various other measures, with the result that at the end of the year it is found with a substantial surplus in number of operators and with its service greatly improved.

A fair indication of the degree of improvement is indicated by the following example: Each telephone call involves a large number of operations, and service tests are regularly made which develop some seventy factors brought under observation. A comparison of a few of the important elements tested in February of this year, when the city service was at its lowest ebb, with similar former tests made when the service was generally accepted as satisfactory, and again with tests made in November last, shows as follows:

	Feb. 1917	*Feb. 1920*	*Nov. 1920*
Per cent of originating calls affected by operating errors	3.6	7.2	5.2
Per cent of incoming trunk calls affected by operating errors	3.7	7.1	5.4
Per cent of attempts to re-call operator not answered in 10 seconds	30.6	58.1	35.7
Average time, in seconds, for operators to answer calls	4.0	17.5	4.5

It will be seen that in each comparison the low mark of efficiency indicated by the test of February, 1920, had been in large degree so improved in November as to show a strong and rapid trend back to normal. This department is continuing both its examinations and tests.

The situation in regard to deferred applications, often referred to as the "Embargo," is less satisfactory. Both the service and the embargo were the subjects of a special report by the Commission to the Legislature under date of February 13, 1920, and the difficulties therein cited as to shortage of raw materials, slow transportation, labor troubles, delays in manufacture of equipment and erection of buildings, have continued more or less, although the situation in these respects at the end of the year shows marked improvement, and there is good ground for anticipating better results this year.

The current status of these conditions has been checked and re-checked, and detailed weekly reports required from the company to make sure that it is keeping up to concert pitch in its

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been ascertained that adequate plans have b
te relief, subject only to the ability of the co
the financial support that will be requir
al office equipment has been promptly orde
ngs are under construction. New York city
over all other points in the country by the ma
nstallations are progressing with the maxim
employed that can work to advantage. T
Company, the main Bell manufacturing c
ed from its usual practice and sublet to oth
ontracts for parts they are equipped to ma
number of unfilled applications has conti
uring the Government control spare faci
austed, and now the construction, assembly
ssary to take care of an unprecedented de
Large units are in varying stages of pro
pleted in a few months giving relief in
nay not be fully in service within the year.
that the conclusion at which the Commissio
bruary report to the Legislature relative to the so
" situation in New York city still holds, namely,
ns prevailing, it is not believed that any further
be helpful. The Commission now seems to have
necessary, but no blanket order would at this time
effective. Legal fiat does not meet the case. The
and will keep itself closely in touch with the
ll from time to time adopt such measures as may
ry to expedite the work."

k Telephone Company has definitely adopted the
ng machine switching, or the so called "auto-
in New York city and its larger up-state offices.
Geneva this type of apparatus has already been
and in New York city operators are handling
part by "machine". The company's plans call
New York city offices to be fully equipped for
g during 1921.

e hundred smaller telephone corporations within
are under the jurisdiction of the Commission

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have also increased their rates, although only a few complaints have followed. The advances have not generally brought the rates up to the level of charges of the New York Telephone Company, and there seems to be a disposition on the part of the public affected to accept the corporations' claims that increased expenses warranted the advances.

All these matters have given rise to a flood of informal complaints and correspondence which have been handled by the division in addition to its usual routine work.

Over $2,000,000 of telephone property have come under the review of the division in connection with capitalization cases, a large proportion requiring detailed inventory and appraisal. This has become an increasingly important function, practically absorbing the time of the chief inspector of the division and his available help. Studies and analyses in connection with the important rate cases have added their quota. The New York branch office of the Commission, in charge of the assistant chief of this division, has taken the brunt of the large volume of informal work and inspection in connection with the embargo and service in New York city.

As heretofore reported, the Commission continues to receive numerous complaints from subscribers of the small telephone companies that are exempted from its jurisdiction because they have not to exceed ten thousand dollars invested in the business. These complaints allege discrimination and unfair treatment of various kinds rather than objections to the rates charged. Many of these complaints have the appearance of being well founded, and it is a great injustice that the Commission is powerless to make investigation and give needed relief. Other smaller communities which happen to be operated by the larger telephone companies are protected by law and are able to bring their grievances before the Commission. This matter has been mentioned from year to year in these reports, and it is thought that whatever objection to commission supervision there might have been originally, such objection is now removed by reason of the general coördination of all telephone lines in the State. These small telephone companies should be subject to the jurisdiction of the Commission as to service and rates but might be excused from making

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elaborate reports. The anticipated requirement of making these reports appears to be the chief objection of the companies to the supervision of the Commission. A bill to confer such jurisdiction has been prepared by the Commission and will be transmitted to the Legislature.

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DIVISION OF TARIFFS

All public utility corporations over which the jurisdiction of this Commission extends are required to file rate schedules, and to this division, among other things, was assigned the duty of adequately providing for the handling, proper classifications, and use of the rate schedules filed from time to time. The method employed in handling and classifying has been explained in previous reports; and as no material change has been made since its establishment in 1907, it is only necessary to state that the system continues to operate, furnishing in the aggregate a complete record of the rates, fares, charges, regulations, and practices of each utility corporation from the time its first schedule was filed to the date of this report. In the report for the year 1919 reference was made to the order amending Circular No. 68, establishing a new rule to provide status of tariff publications issued by the United States Railroad Administration during the period of Federal control of railroads. That rule, as was expected, has had the effect of bringing into this Commission's files all the rate schedules, obsolete or effective, that were issued as United States Railroad Administration schedules, amounting in number to more than ten thousand, thus making the record of this Commission complete; moreover, the railroad corporations, on the relinquishment of their railroads from Federal control on February 29, 1920, were in position to conduct transportation service without disregarding the provisions of sections 28 and 33 of the Public Service Commissions Law.

This division also handles and classifies numerous documents relating to rates and charges. Such documents include powers of attorney given by the corporations in appointing agents to publish and file various schedules; concurrences given by one corporation to another under which schedules having joint application are issued; contracts and agreements or arrangements of steam and street railroad corporations to which such corporations are parties and which relate in any way to the carriage or transportation of freight, express matter, and passengers, or either, or to the handling, use, or transportation of cars and locomotives; contracts between gas corporations and electrical corporations and other such corporations covering gas or electricity supplied for re-sale.

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The number of rate schedules and documents filed during the year totals 16,133, and the number of such schedules and documents now in the files is approximately 253,000.

The use of the rate schedules is another duty assigned to this division. It was stated in the Commission's first annual report, "The Commission proposes to make its tariff division a medium of rendering substantial service to the public". The following briefly outlines what has been and is being done in carrying out that purpose. The rates stated in filed schedules, except as to rates fixed by the statutes of this State or which have been fixed by the Commission in accordance with powers conferred upon it so to do, may be changed by filing with the Commission new schedules stating proposed new rates, at least thirty days prior to the date they are to become effective. For the information of the public, the statutes and the regulations established by the Commission provide the manner in which the corporations shall keep copies of their rate schedules for inspection by the public. When new schedules are filed the Commission has immediate notice of the changes proposed, but the public may only know of such proposed changes by consulting the schedules where they are kept for inspection. Since 1908 the Commission has issued each week a publication known as the "Tariff Bulletin". The publication, up to the year 1915, only contained a brief summary of the changes effected or proposed in schedules filed by that class of corporations defined in the Public Service Commissions Law as "common carriers": such term includes steam and street railroad corporations, express companies, and parlor and sleeping car companies. In 1915 the Bulletin was enlarged to cover like changes made by telephone corporations and telegraph corporations, and gas corporations and electrical corporations. These bulletins show all the changes in rates and regulations proposed by schedules filed during the preceding week; they are free to all applicants at the office of the Commission, and are mailed upon receipt of mailing cost; they are mailed free to boards of trade, chambers of commerce, and other commercial organizations.

The rates which may be assessed and collected by street railroad corporations, telephone corporations, and gas corporations and electrical corporations are in many instances subject to

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municipal franchises and agreements; and when in 1918 the costs of operation commenced to increase, and many such corporations sought relief by filing new schedules operating to increase their rates, the Commission, believing that the municipalities which might be affected thereby should have early information of the proposed changes, established rules requiring each such corporation to file with the Commission a sufficient number of their schedules proposing changes to enable the Commission to mail a copy thereof to the clerk of each city, town, or village affected by the proposed changes. The Commission's experience is that the practice so established has resulted in furnishing early information to the public and that it has made use of the information so furnished.

Other functions of this division in connection with the use of rate schedules are to furnish on request such statements of rates and regulations in force as are within the limits of reason and which under provisions of law it may furnish without charge; to handle certain classes of complaints informally with a view of satisfying the complaint without entering upon a formal proceeding, and such method of procedure has been successfully carried on since this division was organized in 1907; to prepare memoranda for the Commission relating to formal and informal complaints; and various other matters involving the use of rate schedules.

The rate schedule file maintained by this division is used to a greater extent each year than during the preceding year, not only by the members of the Commission, its officers and employees, but by rate experts in the employ of commercial organizations, officers and employees of other state departments, and by the public generally. The employees of this division are frequently called upon personally to assist representatives of corporations in preparing their rate schedules to comply with the law and the Commission's regulations. During the year the number of such occasions is 20 per cent greater than any other year.

Certain provisions of the Public Service Commissions Law empower the Commission to permit changes in rate schedules on less than thirty days' notice. Such authority is some times exercised by granting permission to file new schedules on short notice

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in the orders entered in formal cases. It was so exercised during the year as to changes in freight rates, in orders granted to —

Kaydeross Railroad Corp.
Buffalo and Lake Erie Traction Co., in connection with Chautauqua Traction Co. and Jamestown, Westfield and Northwestern Railroad Co.

as to changes in passenger fares, in orders granted to —

The Ulster and Delaware Railroad Co.
Albany Southern Railroad Co.
Auburn and Syracuse Electric Railroad Co.
Binghamton Railway Co.
Black River Traction Co.
Buffalo and Lake Erie Traction Co.
Buffalo and Williamsville Railway Co.
Chautauqua Traction Co.
Empire State Railroad Corp.
Fonda, Johnstown and Gloversville Railroad Co.
Geneva, Seneca Falls and Auburn Railroad Co.
Glen Cove Railroad Co.
Hornell Traction Co.
Hudson River and Eastern Traction Co.
Hudson Valley Railway Co.
International Railway Co.
Jamestown Street Railway Co.
Jamestown, Westfield and Northwestern Railroad Co.
New York and North Shore Traction Co.
New York and Stamford Railway Co.
New York State Railways, Rochester, Oneida, and Utica Lines
Northport Traction Co.
Orange County Traction Co.
Peekskill Lighting and Railroad Co.
Plattsburgh Traction Co.
Poughkeepsie and Wappingers Falls Railway Co.
Putnam and Westchester Traction Co.
Schenectady Railway Co.
Southern New York Power and Railway Corp.
Syracuse and Suburban Railway Co.
United Traction Co.
Wallkill Transit Co.
Westchester Street Railroad Co.
Western New York and Pennsylvania Traction Co.

as to changes in rates of electrical corporations, in orders granted to —

Buffalo General Electric Co.
St. Lawrence Transmission Co.

as to changes in rates of gas corporations, in orders granted to —

Central Hudson Gas and Electric Co.
Chuctanunda Gas Light Co.
Elmira Water, Light and Railroad Co.
Fulton Fuel and Light Co.
Granville Electric and Gas Co.
Lockport Light, Heat and Power Co.
Northern New York Utilities, Inc.
Owego Gas Light Co.
Patchogue Gas Co.
Pavilion Natural Gas Co.
Rochester Gas and Electric Corp.
Rockland Light and Power Co.
Sea Cliff and Glen Cove Gas Co.
Utica Gas and Electric Co.

and as to changes in telephone rates, in orders granted to —

New York Telephone Co.
North Creek Telephone Co.
Sherman Telephone Co.

The Commission has also provided in its rules forms of application which corporations may, under various provisions of law, use to petition the Commission for permission to make changes in rate schedules on less than statutory notice. It is a part of the duty of this division to examine such applications, make report to the Commission thereon, and if granted prepare appropriate orders. During the year 224 such applications were made, 10 of which were denied.

The rate regulating provisions of the Public Service Commissions Law empower the Commission upon its own initiative or complaint to suspend changes in rates proposed to be made by common carriers before the same may become effective. During the year such authority was exercised as to steam railroads in four instances, as follows:

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(*a*) Proposed 40 per cent increase in commodity rates applicable to carload shipments of sand, gravel, rock, crushed stone, slag, and cement.

(*b*) Proposed 40 per cent increase in rates applicable to carload shipments of peaches.

(*c*) Proposed 40 per cent increase in rates on carload shipments of limestone from Jamesville to Solvay over the Delaware, Lackawanna and Western railroad.

(*d*) Proposed increase from eighty-four cents to one dollar and ten cents per ton on carload shipments of ice from Clinton Corners to Poughkeepsie over Central New England railway.

All such suspension orders were issued on or since August 19, 1920, and, except as to cement which has been vacated, are still in effect.

An important part of this division's duty is to keep the Commission informed as to rate changes generally, and particularly those which may properly be made the subject of inquiry by its investigation and suspension committee; also to examine into and report on complaints made requesting rate suspensions.

Chapter 957 of the laws of 1920, in effect September 27, 1920, amended section 92 of the Public Service Commissions Law, granting to the Commission power to suspend rate schedules proposed by telegraph corporations and telephone corporations.

Rate Changes: Examination of schedules filed discloses that with very few exceptions the changes made in rates during the year have been to increase them; practically all steam railroads increased freight rates approximately 40 per cent. Electric railroads have generally increased both their freight rates and passenger fares. The American Railway Express Company and the Canadian Express Company increased their rates and charges 26 per cent over the rates and charges in effect prior to September 1, 1920. The Pullman Company's seat rates for short hauls have been slightly increased. A large number of the gas corporations and electrical corporations have not only increased their rates for gas or electricity consumed, but have also changed from a consumption rate with a minimum monthly charge to a two-charge rate, consisting of a fixed monthly service charge per customer plus a charge per thousand cubic feet for gas or per kilowatt-hour for electricity consumed.

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A statement similar to that shown in the 1919 report relative to rates for residence lighting in cities and incorporated villages, in effect December 31, 1920, or filed to become effective subsequent thereto, will be found in Appendix F.

No changes have been made by telegraph corporations in their rates and charges, but the telephone corporations have generally increased local exchange rates and rates for toll message service except as to certain local exchange and toll rates applying within greater New York. Many of these corporations have changed the practice of stating local exchange rates from a yearly basis to a monthly basis. In Appendix G is a statement similar to that shown in the 1919 report, showing monthly rates for general telephone service applying in cities and incorporated villages, in effect December 31, 1920.

January 1, 1921.

CHARLES B. HILL,
FRANK IRVINE,
JOHN A. BARHITE,
JOSEPH A. KELLOGG,
GEORGE R. VAN NAMEE,
Commissioners.

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APPENDIX A

Results of Operations, Financial and Traffic Totals, Summarized by Years: Steam Railroad Corporations, Electric Railroad Corporations, Electrical Corporations, Electrical and Gas Corporations, Coal Gas and Water Gas Corporations, Natural Gas Corporations, and Telephone Corporations.

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STEAM RAILROAD CORPORATIONS: Results of Operations 1917, 1918, and 1919.

Item	Year ended December 31,			Increase or (*D*) decrease, %	
	1917	1918	1919	1918 compared with 1917	1919 compared with 1918
Roads operated by United States Railroad Administration:					
Railway operating revenues	$929,466,485	$1,187,891,767	$1,228,053,731	27.80	3.38
Railway operating expenses	701,625,581	1,025,842,140	1,088,454,201	46.21	6.10
Net revenue railway operations	$227,840,902	$162,049,627	$139,599,530	*D 28.87*	*D 13.85*
Operating ratio	75.49%	86.36%	88.63%	.....	.....
Tons of revenue freight carried	529,120,823	550,624,154	478,130,166	4.06	*D 13.17*
Ton-miles of revenue freight carried	90,743,818,298	95,621,742,436	84,323,070,370	5.38	*D 11.82*
Passengers carried	435,845,532	468,644,539	513,871,387	7.52	9.65
Revenue passenger-miles	10,904,903,841	12,493,773,306	13,622,660,862	14.57	9.04
Mileage in New York state	7,835	7,837	7,832	.....	.....
Roads not operated by United States Railroad Administration:					
Railway operating revenues	$5,225,450	$5,832,305	$5,539,874	11.61	*D 5.01*
Railway operating expenses	4,293,680	5,337,185	4,949,972	24.30	*D 7.26*
Net revenue railway operations	$931,766	$495,118	$589,903	*D 46.86*	19.14
Uncollectible railway revenues	10	44	202	340.00	359.09
Railway tax accruals	162,077	219,854	267,799	35.65	21.81
Railway operating income	$769,681	$275,221	$321,900	*D 64.24*	16.96
Other income	537,913	601,608	572,784	11.84	*D 4.79*
Gross income	$1,307,594	$876,826	$894,687	*D 32.94*	2.94
Interest charges	1,226,851	1,252,807	1,244,541	2.12	*D 0.66*
Other deductions from gross income	510,983	489,150	314,725	*D 4.27*	*D 35.66*
Net income	*$430,240*	*$865,127*	*$664,583*	*D 101.08*	23.18
Dividends during year	$98,182	$118,187	$55,782	20.38	*D 52.80*
Tons of revenue freight carried	7,384,089	6,696,977	6,062,879	*D 9.31*	*D 9.47*
Ton-miles of revenue freight carried	232,086,362	174,029,710	137,017,207	*D 25.02*	*D 21.27*
Passengers carried	1,053,381	803,260	877,220	*D 23.74*	9.21
Revenue passenger-miles	9,944,740	7,359,795	7,974,522	*D 25.99*	8.35
Mileage in New York state	517	476	445	.....	.....
Operating ratio	82.16%	91.51%	89.35%	.....	.....

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ELECTRIC RAILROAD CORPORATIONS: Results of operations of electric railroads, totals summarized by years. Last three figures omitted, except in "Miles of road operated"; *D* prefixed to a figure denotes a *decrease* or a *deficit*.

Year ended	Amount	Per cent of increase or decrease: Compared with preceding year	Per cent of increase or decrease: Compared with first year of series	Amount	Per cent of increase or decrease: Compared with preceding year	Per cent of increase or decrease: Compared with first year of series	Amount	Per cent of increase or decrease: Compared with preceding year	Per cent of increase or decrease: Compared with first year of series
	Railway operating revenues			*Other operations, net revenue*			*Net income*		
June 30, 1907	19,774	.....	.....	333	.....	.....	2,870	.....	.....
June 30, 1908	21,617	9.3	9.3	502	50.8	50.8	2,229	*D 22.3*	*D 22.3*
June 30, 1909	22,354	3.4	13.0	548	9.2	64.6	2,532	13.6	*D 11.8*
June 30, 1910	24,917	11.5	26.0	624	13.9	87.4	3,232	27.6	12.6
June 30, 1911	27,041	8.5	36.8	642	2.9	92.8	4,294	32.9	49.6
June 30, 1912	28,010	3.6	41.7	660	2.8	98.2	4,174	*D 2.8*	45.4
June 30, 1913	30,234	7.9	52.9	683	3.5	105.1	2,055	*D 50.8*	*D 28.4*
June 30, 1914	32,062	6.0	62.1	735	7.6	120.7	1,737	*D 15.5*	*D 39.5*
June 30, 1915	31,127	*D 2.9*	57.4	709	*D 3.5*	112.9	933	*D 46.3*	*D 67.5*
June 30, 1916	32,668	5.0	65.2	748	5.5	124.6	1,607	72.2	*D 44.0*
December 31, 1916	34,086	4.3	72.4	766	2.4	130.0	1,822	13.4	*D 36.5*
December 31, 1917	36,155	6.1	82.8	753	*D 1.7*	126.1	238	*D 86.9*	*D 91.7*
December 31, 1918	35,186	*D 2.7*	77.9	546	*D 27.5*	64.0	*D 4,665*	*D 2060.1*	*D 262.5*
December 31, 1919	40,227	14.3	103.4	657	20.3	97.3	*D 2,999*	35.7	*D 204.5*
	Railway operating expenses			*Non-operating income*			*Dividends during year*		
June 3 1907	12,736	.....	.....	433	.....	.....	1,600	.....	.....
June 30, 1908	14,333	12.5	12.5	320	*D 26.1*	*D 26.1*	2,065	29.1	29.1
June 30, 1909	14,844	3.6	16.6	935	192.2	115.9	2,191	6.1	36.9
June 30, 1910	15,977	7.6	25.4	755	*D 19.3*	74.4	2,153	*D 1.7*	34.6
June 30, 1911	16,796	5.1	31.9	981	29.9	126.6	2,776	28.9	73.5
June 30, 1912	17,827	6.1	40.0	1,288	31.3	197.5	3,546	27.7	121.6
June 30, 1913	19,456	9.1	52.8	608	*D 52.8*	40.4	4,183	18.0	161.4
June 30, 1914	20,741	6.6	62.9	636	4.6	46.9	3,767	*D 9.9*	135.4
June 30, 1915	20,228	*D 2.5*	58.8	649	2.0	49.9	2,785	*D 26.1*	74.1
June 30, 1916	21,318	5.4	67.4	620	*D 4.5*	43.2	2,985	7.2	88.6
December 31, 1916	22,364	4.9	75.6	573	*D 7.6*	32.3	3,123	4.6	95.2
December 31, 1917	25,319	13.2	98.8	459	*D 19.9*	6.0	2,137	*D 31.6*	33.6
December 31, 1918	28,598	13.0	124.5	399	*D 13.9*	*D 2.7*	309	*D 85.5*	*D 80.7*
December 31, 1919	32,797	14.7	157.5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

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June 30, 1911	10,245	14.6	45.6	10,427	15.8	58.2	542,695	8.7	29.6
June 30, 1912	10,183	*D 0.6*	44.7	10,597	1.6	52.2	575,431	6.0	37.5
June 30, 1913	10,778	5.8	53.1	10,284	*D 3.0*	48.7	600,956	4.4	43.6
June 30, 1914	11,321	5.0	60.9	10,731	4.3	55.1	632,902	5.3	51.2
June 30, 1915	10,899	*D 3.7*	54.9	10,267	*D 4.3*	48.4	608,471	*D 3.9*	45.4
June 30, 1916	11,350	4.1	61.3	10,725	4.5	55.1	645,570	6.1	54.2
December 31, 1916	11,722	3.3	66.6	10,955	2.1	58.4	671,721	4.1	60.5
December 31, 1917	10,836	*D 7.6*	54.0	9,756	*D 10.9*	41.0	700,680	4.3	67.4
December 31, 1918	6,587	*D 39.2*	*D 6.4*	5,247	*D 46.2*	*D 84.1*	649,242	*D 7.3*	55.1
December 31, 1919	7,430	12.8	5.6	6,156	17.3	*D 11.0*	713,102	9.8	70.3
	Railway tax accruals			*Interest charges*			*Revenue car-miles*		
June 30, 1907	887	.....	.....	3,804	.....	.....	80,000	.....	.....
June 30, 1908	1,065	20.1	20.1	4,536	19.2	19.2	85,446	6.8	6.8
June 30, 1909	1,161	9.0	30.9	4,960	9.3	30.4	86,144	0.8	7.7
June 30, 1910	1,312	13.0	47.9	5,141	3.6	35.1	93,557	8.6	16.9
June 30, 1911	1,442	9.9	62.6	5,293	3.0	39.1	96,474	3.1	20.6
June 30, 1912	1,535	6.4	73.1	5,441	2.8	43.0	97,894	1.5	22.4
June 30, 1913	1,784	16.2	101.1	7,009	28.8	84.3	102,197	4.4	27.7
June 30, 1914	1,961	9.9	121.1	7,656	9.2	101.3	106,177	3.9	32.7
June 30, 1915	1,991	1.5	124.5	8,037	5.0	111.3	103,347	*D 2.7*	29.2
June 30, 1916	1,993	0.1	124.7	7,686	*D 4.4*	102.1	104,396	1.0	30.5
December 31, 1916	2,105	5.6	137.3	7,604	*D 1.1*	99.9	105,847	1.4	32.3
December 31, 1917	2,291	8.8	158.3	7,858	3.3	106.6	108,666	2.7	35.8
December 31, 1918	2,285	*D 0.2*	157.7	8,203	4.4	115.6	98,514	*D 9.3*	23.1
December 31, 1919	2,473	8.2	178.8	8,550	4.2	124.8	97,938	*D 0.6*	22.4
	Railway operating income			*Other deductions from gross income*			*Operating ratio, %*	*Miles of road operated within New York State* [1]	
June 30, 1907	6,152	.....	.....	243	.....	.....	64.41	.....	
June 30, 1908	6,219	1.1	1.1	277	14.0	14.0	66.30	1,658	
June 30, 1909	6,349	2.1	3.2	340	22.7	39.9	66.40	1,808	
June 30, 1910	7,628	20.1	24.0	635	86.8	161.3	64.12	1,872	
June 30, 1911	8,804	15.4	43.1	840	32.3	245.7	62.11	1,909	
June 30, 1912	8,648	*D 1.8*	40.6	981	16.8	303.7	63.65	1,943	
June 30, 1913	8,993	4.0	46.2	1,220	24.4	402.1	64.35	1,995	
June 30, 1914	9,360	4.1	52.1	1,338	9.7	450.6	64.69	1,995	
June 30, 1915	8,909	*D 4.8*	44.8	1,296	*D 3.1*	433.3	64.99	2,037	
June 30, 1916	9,357	5.0	52.1	1,433	10.6	489.7	65.26	2,027	
December 31, 1916	9,617	2.8	56.3	1,529	6.7	529.2	65.76	2,025	
December 31, 1917	8,544	*D 11.2*	38.9	1,661	8.6	583.5	70.03	2,018	
December 31, 1918	4,301	*D 49.7*	*D 30.1*	1,710	3.0	603.7	81.28	2,029	
December 31, 1919	4,957	15.3	*D 19.4*	604	*D 64.7*	148.6	81.53	2,011	

[1] Road to which corporations had right of possession or occupancy for purposes of operation on dates specified.

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ELECTRICAL CORPORATIONS having revenues of $25,000 or over: Results of operations, totals summarized by years.
D prefixed to a figure denotes a *deficit*.

Item	Years ended December 31,									
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
Number of corporations	50	46	53	59	62	63	67	72	71	71
Electric operating revenues	$9,810,360	$9,867 843	$11,409,382	$12,837,254	$12,957,808	$13,731,582	$15,294,127	$18,664,943	$22,358,975	$21,148,350
Electric operating expenses and uncollected bills.	$5,796,964	$5,511,905	$6,362,533	$7,112,094	$7,305,169	$7,742,148	$8,340,049	$10,814,660	$13,288,813	$12,242,111
Per cent of electric operating revenues	59.1%	55.8%	55.8%	55.4%	56.4%	56.4%	54.5%	57.9%	59.4%	57.9%
Taxes, electric	$407,210	$461,218	$525,740	$577,319	$640,858	$700,085	$785,610	$1,068,512	$1,957,654	$1,583,619
Per cent of electric operating revenues	4.1%	4.7%	4.6%	4.5%	4.9%	5.1%	5.2%	5.7%	8.8%	7.5%
Electric operating income	$3,606,191	$3,894,721	$4,521,119	$5,147,839	$5,011,785	$5,289,349	$6,168,468	$6,786,770	$7,112,504	$7,322,623
Per cent of electric operating revenues	36.8%	39.5%	39.6%	40.1%	38.7%	38.5%	40.3%	36.4%	31.8%	34.6%
Other operations, net revenue	$59,239	$51,620	$32,713	$33,455	$1,095	$35,453	$249,131	$219,952	$68,923	$118,285
Non-operating income	$707,792	$784,994	$923,000	$769,204	$1,042,447	$1,135,333	$1,429,274	$825,238	$1,153,552	$1,263,175
Gross income	$4,373,210	$4,731,337	$5,476,916	$5,950,500	$6,055,326	$6,460,133	$7,846,873	$7,831,960	$8,334,985	$8,704,081
Interest charges	$2,578,155	$2,348,179	$2,373,885	$2,411,185	$2,440,233	$2,540,840	$2,731,580	$2,883,937	$3,626,523	$3,478,418
Per cent of gross income	59.0%	49.6%	43.3%	40.5%	40.3%	39.3%	34.8%	36.8%	43.5%	40.0%
Other deductions, gross income	$127,561	$63,620	$81,043	$100,145	$256,130	$456,398	$687,716	$857,709	$780,315	$484,806
Per cent of gross income	2.9%	1.4%	1.5%	1.7%	4.2%	7.1%	8.8%	11.0%	9.4%	5.6%
Net income	$1,667,508	$2,319,538	$3,021,995	$3,439,161	$3,358,960	$3,462,891	$4,427,577	$4,090,310	$3,928,150	$4,740,861
Per cent of gross income	38.1%	49.0%	55.2%	57.8%	55.5%	53.6%	56.4%	52.2%	47.1%	54.5%
Dividends during year	$956,271	$1,120,464	$1,226,719	$1,335,082	$1,438,933	$1,399,773	$1,674,166	$1,748,980	$2,503,232	$2,578,786
Per cent of gross income	21.9%	23.7%	22.4%	22.4%	23.8%	21.7%	21.3%	22.3%	30.0%	29.6%

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ELECTRICAL AND GAS CORPORATIONS having revenues of $25,000 or over in either Electric or Gas department: Results of operations, totals summarized by years. *D* prefixed to a figure denotes a *deficit*.

Item	Years ended December 31,									
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
Number of corporations	38	39	38	39	40	41	41	43	38	42
Electric operating revenues	$7,373,880	$8,969,525	$10,118,286	$10,974,051	$11,718,746	$13,097,069	$15,332,218	$17,680,129	$20,199,534	$23,483,037
Electric operating expenses and uncollected bills	$4,017,866	$5,028,647	$5,653,617	$6,041,284	$6,290,581	$6,537,137	$8,005,795	$10,078,657	$11,579,784	$12,577,158
Per cent of electric operating revenues	54.5%	56.1%	55.9%	55.1%	53.7%	49.9%	52.2%	57.0%	57.3%	53.6%
Taxes, electric	$375,722	$468,538	$541,153	$595,473	$637,367	$741,534	$862,519	$1,133,215	$1,475,622	$1,980,779
Per cent of electric operating revenues	5.1%	5.2%	5.3%	5.4%	5.4%	5.7%	5.6%	6.4%	7.3%	8.4%
Electric operating income	$2,980,297	$3,472,329	$3,923,513	$4,337,290	$4,790,796	$5,818,400	$6,463,906	$6,477,264	$7,144,134	$8,925,098
Per cent of electric operating revenues	40.4%	38.7%	38.8%	39.5%	40.9%	44.4%	42.2%	36.6%	35.4%	38.0%
Gas operating revenues	$6,010,510	$6,498,687	$7,191,633	$7,538,130	$7,862,123	$8,095,865	$8,897,356	$9,978,797	$11,105,303	$12,800,158
Gas operating expenses and uncollected bills	$3,543,056	$3,919,670	$4,476,262	$4,945,396	$5,096,564	$4,973,066	$5,588,132	$7,093,418	$8,818,564	$9,825,295
Per cent of gas operating revenues	58.9%	60.3%	62.2%	65.6%	64.8%	61.4%	62.8%	71.1%	79.5%	76.8%
Taxes, gas	$347,404	$384,985	$449,137	$499,815	$518,209	$548,871	$611,604	$725,335	$907,237	$991,193
Per cent of gas operating revenues	5.8%	5.9%	6.3%	6.6%	6.6%	6.8%	6.9%	7.3%	8.2%	7.7%
Gas operating income	$2,120,054	$2,194,028	$2,266,235	$2,092,919	$2,247,347	$2,573,931	$2,697,625	$2,160,037	$1,379,501	$1,983,672
Per cent of gas operating revenues	35.3%	33.8%	31.5%	27.8%	28.6%	31.8%	30.3%	21.6%	12.4%	15.5%
Other operations, net revenue	$377,454	$375,191	$396,483	$423,442	$392,000	$302,214	$238,936	$242,693	$202,078	$194,023
Non-operating income	$501,624	$549,352	$554,172	$396,912	$431,767	$464,898	$417,359	$398,888	$435,789	$530,385
Gross income	$5,979,429	$6,590,896	$7,140,403	$7,250,562	$7,861,914	$9,159,441	$9,817,822	$9,278,881	$9,161,501	$11,633,181
Interest charges	$3,177,196	$3,894,604	$3,947,783	$4,010,330	$4,289,320	$4,585,358	$4,599,361	$4,841,610	$5,428,133	$6,087,105
Per cent of gross income	53.1%	59.1%	55.3%	55.3%	54.6%	50.1%	46.8%	52.2%	59.2%	52.3%
Other deductions, gross income	$94,616	$141,526	$135,432	$156,248	$196,795	$191,707	$262,781	$261,411	$351,302	$455,944
Per cent of gross income	1.6%	2.1%	1.9%	2.2%	2.5%	2.1%	2.7%	2.8%	3.8%	4.7%
Net income	$2,707,615	$2,554,769	$3,057,189	$3,083,989	$3,373,796	$4,382,380	$4,955,680	$4,175,859	$3,382,070	$5,000,133
Per cent of gross income	45.3%	38.8%	42.8%	42.5%	42.9%	47.8%	50.5%	45.0%	36.9%	43.0%
Dividends during year	$1,567,758	$2,823,413	$2,424,705	$2,233,089	$3,627,807	$5,709,811	$2,929,015	$2,984,268	$2,863,075	$3,650,640
Per cent of gross income	26.2%	42.8%	34.0%	30.8%	46.1%	62.3%	29.8%	32.2%	31.3%	31.4%

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COAL GAS AND WATER GAS CORPORATIONS having revenues of $25,000 or over: Results of operations, totals summarized by years.
D prefixed to a figure denotes a *deficit*.

Item	Years ended December 31,									
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
Number of corporations	15	14	11	11	13	12	13	14	12	14
Coal gas and water gas operating revenues	$2,009,843	$1,986,705	$1,915,407	$1,984,728	$2,134,629	$2,116,046	$2,363,352	$2,637,223	$3,038,030	$2,716,319
Coal gas and water gas operating expenses and uncollected bills	$1,145,850	$1,174,741	$1,171,794	$1,280,007	$1,425,980	$1,334,249	$1,541,088	$2,071,110	$2,644,648	$2,180,662
Per cent of coal gas or water gas oper. revenues	57.0%	59.1%	61.2%	64.5%	66.8%	63.1%	65.2%	78.5%	87.1%	80.3%
Taxes, coal gas and water gas	$123,436	$125,300	$123,622	$126,418	$137,355	$139,925	$155,258	$161,152	$172,480	$208,619
Per cent of coal gas or water gas oper. revenues	6.1%	6.3%	6.4%	6.4%	6.4%	6.6%	6.6%	6.1%	5.7%	7.7%
Coal gas or water gas operating income	$740,559	$686,665	$619,991	$578,305	$571,295	$641,870	$667,004	$404,960	$220,900	$327,042
Per cent of coal gas or water gas oper. revenues	36.8%	34.6%	32.4%	29.1%	26.8%	30.3%	28.2%	15.4%	7.3%	12.0%
Other operations, net revenue	$51,458	$35,225	$27,489	$19,918	$10,756	$7,774	$9,586	$9,913	$8,268	$12,368
Non-operating income	$9,370	$6,165	$9,105	$10,407	$9,762	$9,482	$14,137	$11,712	$8,054	$11,240
Gross income	$801,387	$728,057	$656,584	$608,628	$591,816	$659,127	$690,729	$426,585	$237,223	$350,648
Interest charges	$513,722	$498,445	$469,694	$488,021	$521,978	$545,111	$577,718	$504,270	$301,455	$242,954
Per cent of gross income	64.1%	68.5%	71.5%	80.2%	88.2%	82.7%	83.6%	118.2%	127.1%	69.3%
Other deductions, gross income	$17,173	$8,578	$12,369	$16,829	$19,144	$12,648	$8,142	$7,756	$18,671	$42,149
Per cent of gross income	2.1%	1.2%	1.9%	2.7%	3.2%	1.9%	1.2%	0.8%	7.9%	12.0%
Net income	$270,490	$221,033	$174,524	$103,779	$50,689	$101,368	$104,868	*D $85,448*	*D $83,907*	$65,544
Per cent of gross income	33.8%	30.3%	26.6%	17.1%	8.6%	15.4%	15.2%	*D 20.0%*	*D 35.0%*	18.7%
Dividends during year	$74,229	$108,860	$101,047	$99,217	$108,652	$235,735	$135,128	$96,895	$82,240	$91,620
Per cent of gross income	9.3%	15.0%	15.4%	16.3%	18.4%	35.8%	19.6%	22.7%	34.7%	26.1%

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NATURAL GAS CORPORATIONS having revenues of $25,000 or over: Results of operations, totals summarized by years.
D prefixed to a figure denotes a *deficit*.

Item	Years ended December 31,									
	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919
Number of corporations	16	19	18	15	16	16	16	16	16	16
Natural gas operating revenues	$6,375,354	$6,581,986	$6,149,620	$4,878,189	$5,290,168	$5,141,580	$5,568,882	$6,713,145	$6,190,992	$6,042,146
Natural gas operating expenses and uncollected bills	$3,319,109	$3,811,238	$3,047,460	$2,682,278	$2,656,680	$2,621,057	$2,674,963	$3,196,001	$4,406,452	$3,711,874
Per cent of natural gas operating revenues	52.1%	57.9%	49.6%	55.0%	50.2%	51.0%	48.0%	47.6%	71.2%	61.4%
Taxes, natural gas	$241,680	$245,009	$202,601	$197,032	$220,893	$196,700	$311,741	$378,114	$874,238	$502,067
Per cent of natural gas operating revenues	3.8%	3.7%	3.3%	4.0%	4.2%	3.8%	5.6%	5.6%	14.1%	8.3%
Natural gas operating income	$2,814,564	$2,525,740	$2,899,468	$1,998,882	$2,412,595	$2,323,823	$2,582,171	$3,139,027	$910,301	$1,828,204
Per cent of natural gas operating revenues	44.1%	38.4%	47.1%	41.0%	45.6%	45.2%	46.4%	46.8%	14.7%	30.3%
Other operations, net revenue	$40,593	$38,716	$28,320	$79,562	$37,226	$23,640	$47,336	$71,236	$89,197	$114,449
Non-operating income	$57,711	$68,509	$61,882	$39,953	$39,766	$29,513	$64,735	$303,098	$303,237	$324,431
Gross income	$2,912,865	$2,632,965	$2,989,669	$2,118,395	$2,479,588	$2,376,977	$2,694,241	$3,513,363	$1,302,735	$2,267,081
Interest charges	$164,852	$140,260	$118,650	$89,942	$134,931	$135,846	$118,700	$231,222	$344,589	$354,550
Per cent of gross income	5.7%	5.3%	4.0%	4.2%	5.5%	5.7%	4.4%	6.6%	26.5%	15.6%
Other deductions, gross income	$67,588	$53,578	$77,295	$82,091	$30,578	$22,526	$12,023	$303,962	$606,000	$386,930
Per cent of gross income	2.3%	2.0%	2.6%	3.9%	0.8%	1.0%	0.4%	5.8%	46.5%	17.1%
Net income	$2,680,426	$2,439,131	$2,793,633	$1,946,362	$2,324,076	$2,218,600	$2,563,519	$3,078,174	$352,144	$1,525,592
Per cent of gross income	92.0%	92.7%	93.4%	91.9%	93.7%	93.3%	95.2%	87.6%	27.0%	67.3%
Dividends during year	$1,379,664	$1,618,224	$1,953,345	$637,107	$908,760	$1,154,775	$3,726,735	$1,547,560	$1,924,421	$1,075,454
Per cent of gross income	47.4%	61.5%	65.3%	30.1%	36.6%	48.6%	138.3%	44.0%	147.7%	47.4%

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TELEPHONE CORPORATIONS: Results of operations, totals summarized by years.
D prefixed to a figure denotes a *deficit*.

Item	Years ended December 31,							
	1912	1913	1914	1915	1916	1917	1918	1919
Number of corporations reporting	129	109	102	102	100	104	107	107
Telephone operating revenues	$64,648,381	$69,118,723	$70,415,705	$75,055,682	$86,732,906	$96,879,385	$103,393,203	$122,429,532
Telephone operating expenses	$36,998,481	$41,107,881	$43,086,223	$44,750,024	$49,335,441	$56,686,480	$63,387,173	$77,937,370
Per cent of telephone operating revenues	57.2%	59.5%	61.2%	59.6%	56.9%	58.6%	61.3%	63.7%
Net other operating revenues	.....	$6,456	*D $10,228*	$2,465	$746	*D $411*	*D $196*	$13,146
Uncollectible operating revenues	$414,377	$317,944	$339,067	$368,729	$423,304	$325,653	$310,267	$333,734
Per cent of telephone operating revenues	0.6%	0.5%	0.5%	0.5%	0.5%	0.3%	0.3%	0.3%
Taxes assignable to telephone operations	$3,582,888	$3,889,673	$4,092,214	$4,350,369	$5,181,815	$8,730,635	$8,562,866	$8,569,472
Per cent of telephone operating revenues	5.6%	5.6%	5.8%	5.8%	6.0%	9.0%	8.3%	7.0%
Telephone operating income	$23,652,638	$23,809,681	$22,887,973	$25,589,029	$31,793,088	$31,136,204	$31,132,701	$35,602,102
Per cent of telephone operating revenues	36.6%	34.4%	32.5%	34.1%	36.6%	32.1%	30.1%	29.1%
Non-operating income	$35,113,575	$38,128,206	$37,747,416	$36,597,019	$37,487,030	$41,858,626	$45,660,366	$51,774,256
Gross income	$58,766,219	$61,937,891	$60,635,378	$62,186,051	$69,280,117	$72,994,828	$76,793,070	$87,376,358
Interest charges	$9,768,001	$12,152,231	$12,641,012	$10,675,146	$10,076,382	$14,433,441	$14,708,468	$19,925,774
Per cent of gross income	16.6%	19.6%	20.9%	17.2%	14.6%	19.8%	19.2%	22.8%
Other deductions from gross income	$2,078,387	$2,534,417	$2,681,805	$2,773,605	$3,622,040	$3,953,250	$4,427,383	$5,379,483
Per cent of gross income	3.5%	4.1%	4.4%	4.4%	5.2%	5.4%	5.8%	6.2%
Net income	$46,919,828	$47,251,277	$45,312,559	$48,737,304	$55,581,688	$54,608,133	$57,657,214	$62,071,105
Per cent of gross income	79.9%	76.3%	74.7%	78.4%	80.2%	74.8%	75.1%	71.0%
Dividends during year	$36,506,689	$37,525,236	$37,677,188	$39,259,728	$41,251,830	$42,597,072	$46,331,266	$47,495,673
Per cent of gross income	62.1%	60.6%	62.1%	63.1%	59.5%	58.4%	60.3%	54.4%

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APPENDIX B

Cost of Fuel for Steam Power Used in Generating Electricity.

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Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over $25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used* (a)	Name of corporation (b)	Year (c)	Units of electricity generated by steam power (d)	Coal used for steam power in generating electricity [1] (e)	Av. lbs. of coal used per kw.h. generated (f)	Fuel expense for steam power [1] (g)	Av. fuel cost: Per short ton coal used (h)	Av. fuel cost: Per kw.h. generated by steam (i)	Av. cost per kw.h. purchased (j)	Per cent of total kw.h.: Generated by steam (k)	Per cent of total kw.h.: Generated by water (l)	Per cent of total kw.h.: Purchased (m)	Ratio of fuel expense to production expense (n)
			Kw. hours	*Pounds*	*Pounds*	*Dollars*	*Dollars*	*Cents*	*Cents*	%	%	%	%
	A. Corporations generating electricity largely by steam power:												
3	Katonah Lighting	1919	393,341	5,050,000	12.84	15,591	6.17	3.96	.....	100.	.....	.....	[r] 68.5
		1918	379,114	4,956,000	13.07	13,634	5.50	3.60	.....	100.	.....	.....	[a] 72.2
		1917	402,480	4,016,000	9.98	10,683	5.32	2.65	.....	100.	.....	.....	66.7
		1916	354,120	3,648,000	10.30	7,073	3.88	2.00	.....	100.	.....	.....	60.4
		1915	339,880	3,100,000	9.12	5,125	3.31	1.51	.....	100.	.....	.....	53.7
4	Dutchess Light, Heat and Power	1919	491,610	5,266,000	10.71	18,759	7.12	3.81	.....	100.	.....	.....	67.0
		1918	488,140	8,300,000	17.00	23,362	5.63	4.79	.....	100.	.....	.....	73.7
		1917	480,181	5,544,000	11.55	19,190	6.92	4.00	.....	100.	.....	.....	73.2
		1916	406,720	5,050,000	12.42	11,302	4.48	2.78	.....	100.	.....	.....	66.6
		1915	377,980	4,390,000	11.61	7,530	3.43	1.99	.....	100.	.....	.....	58.4
5	Iroquois Utilities, Inc.	1919	[2] 445,123	4,616,000	10.37	14,212	[3] 5.12	1.67	5.26	99.0	.....	1.0	54.4
		1918	[2] 200,262	2,186,000	10.92	7,807	[3] 5.75	1.91	9.03	99.6	.....	0.4	61.9
6	Standard Light, Heat and Power	1919	559,970	5,632,000	10.06	14,072	5.00	2.51	.....	57.0	43.0	.....	54.2
		1918	842,980	9,746,580	11.56	20,667	4.24	2.45	.....	19.1	80.9	.....	72.6
		1917	517,880	6,495,840	12.54	11,627	3.58	2.25	.....	61.9	38.1	.....	63.9
		1916	468,240	4,740,000	10.12	6,694	2.82	1.43	.....	66.7	33.3	.....	52.0
7	East Hampton Electric Light	1919	374,430	3,723,180	9.94	10,933	5.88	2.92	.....	100.	.....	.....	60.9
		1918	292,520	3,677,636	12.57	10,445	5.68	3.57	.....	100.	.....	.....	60.0
		1917	335,150	4,219,206	12.59	11,563	5.48	3.45	.....	100.	.....	.....	59.5
		1916	335,150	4,668,549	13.93	8,907	3.82	2.66	.....	100.	.....	.....	60.5
		1915	317,320	3,755,065	11.83	6,557	3.49	2.07	.....	100.	.....	.....	61.2
9	Bath (municipal plant)	[4] 1919	417,819	4,050,000	9.69	10,859	5.36	2.60	.....	100.	.....	.....	67.5
		[4] 1918	386,646	3,478,000	9.00	9,599	5.52	2.48	.....	100.	.....	.....	68.7
11	Dansville Gas and Electric	1919	503,620	4,663,600	9.26	8,317	3.57	1.65	.....	100.	.....	.....	54.3
		1918	473,970	4,086,270	8.62	8,564	4.19	1.81	.....	100.	.....	.....	58.7

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14	Long Beach Power	1919	476,750	4,158,300	8.72	13,789	6.63	2.89	.....	100.	.....	.....	49.4
		1918	340,710	3,709,020	10.89	12,252	6.61	3.60	.....	100.	.....	.....	53.2
		1917	324,240	3,624,565	11.18	14,692	6.90	4.53	.....	100.	.....	.....	60.6
		1916	337,450	3,605,065	10.68	8,068	4.48	2.39	.....	100.	.....	.....	43.6
		1915	342,610	3,424,990	10.00	6,790	3.97	1.98	.....	100.	.....	.....	41.7
15	Fairport (municipal plant)	[5] 1919	573,172	4,982,000	8.69	10,813	4.34	1.89	.....	100.	.....	.....	57.8
		[5] 1918	503,510	5,178,000	10.28	12,627	4.88	2.51	.....	100.	.....	.....	66.5
		[5] 1917	507,270	3,880,000	7.65	9,082	4.68	1.79	.....	100.	.....	.....	60.9
		[5] 1916	508,592	4,351,000	8.55	6,810	3.13	1.34	.....	100.	.....	.....	57.7
		[5] 1915	498,338	4,184,000	8.40	5,397	2.58	1.08	.....	100.	.....	.....	51.1
20	Liberty Light and Power	1919	574,617	4,154,000	7.23	11,192	5.39	1.95	.....	100.	.....	.....	65.2
		1918	458,755	3,488,000	7.60	8,806	5.05	1.92	.....	100.	.....	.....	62.8
		1917	475,791	4,046,000	8.50	7,612	3.76	1.60	.....	100.	.....	.....	53.0
		1916	436,796	3,636,000	8.32	4,899	2.69	1.12	.....	100.	.....	.....	49.9
		1915	414,575	3,452,000	8.33	4,477	2.59	1.08	.....	100.	.....	.....	47.3
21	Hornell Electric	1919	2,186,985	15,698,400	7.18	37,585	4.79	1.72	.....	100.	.....	.....	75.1
		1918	2,027,396	16,722,000	8.25	40,546	4.85	2.00	.....	100.	.....	.....	80.1
		1917	2,203,479	17,996,000	8.17	32,119	3.57	1.46	.....	100.	.....	.....	80.4
		1916	1,965,577	16,550,000	8.42	19,656	2.38	1.00	.....	100.	.....	.....	73.7
		1915	2,147,756	14,714,000	6.85	16,407	2.23	0.76	.....	100.	.....	.....	69.2
24	Sayre Electric	1919	3,164,727	19,130,420	6.04	44,748	4.68	1.41	.....	100.	.....	.....	65.4
		1918	2,976,285	20,541,780	6.90	50,193	4.89	1.69	.....	100.	.....	.....	73.4
		1917	2,967,008	17,086,200	5.76	29,065	3.40	0.98	.....	100.	.....	.....	67.6
		1916	2,949,962	13,636,140	4.62	18,311	2.69	0.62	.....	100.	.....	.....	55.0
		1915	3,052,855	12,855,100	4.21	16,235	2.53	0.53	.....	100.	.....	.....	54.7
27	Freeport (municipal plant)	[5] 1919	1,365,360	7,539,840	5.52	17,821	4.73	1.31	.....	100.	.....	.....	52.9
		[5] 1918	1,133,720	6,634,880	5.85	23,069	6.95	2.03	.....	100.	.....	.....	61.8
		[5] 1917	1,151,255	5,956,000	5.17	18,838	6.33	1.64	.....	100.	.....	.....	59.9
		[5] 1916	1,125,249	5,640,320	5.01	8,433	2.99	0.75	.....	100.	.....	.....	44.1
		[5] 1915	1,052,046	5,956,160	5.66	14,089	4.73	1.34	.....	100.	.....	.....	58.9
29	LeRoy Hydraulic Electric Gas	1919	2,492,150	12,524,000	5.03	31,035	4.96	1.24	.....	98.4	1.6	.....	67.2
		1918	2,279,785	10,448,000	4.58	27,388	5.24	1.20	.....	99.1	0.9	.....	68.4
		1917	2,314,485	9,485,510	4.10	21,907	4.62	0.95	.....	99.2	0.8	.....	69.0
		1916	2,023,446	8,882,040	4.39	13,187	2.97	0.65	.....	99.1	0.9	.....	60.2
		1915	1,904,676	7,795,000	4.09	10,075	2.59	0.53	.....	99.0	1.0	.....	56.4
31	Rockville Center (municipal plant)	[5] 1919	[6] 994,482	4,729,400	4.76	15,224	6.44	1.53	.....	100.	.....	.....	59.6
		[5] 1918	709,108	4,263,360	6.01	13,661	6.41	1.93	.....	100.	.....	.....	53.7
		[5] 1917	668,291	4,667,779	6.98	12,029	5.15	1.80	.....	100.	.....	.....	54.3
		[5] 1916	686,268	4,126,618	6.01	8,684	4.21	1.27	.....	100.	.....	.....	50.6
		[5] 1915	695,361	3,693,088	5.31	6,150	4.18	0.88	.....	100.	.....	.....	42.3

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." [1] Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in steam heating department. [2] Excludes 198,830 kw.h. generated by 29,510 gallons of oil, and 209,220 kw.h. generated by 1469 M cu.ft. of natural gas, during 1919; and 120,520 kw.h. generated by 18,659 gallons of oil, and 87,310 kw.h. generated by 1153 M cu.ft. of natural gas, during 1918. [3] Average cost per ton of coal received during the year. [4] Report is for the twelve months beginning February 1st of the calendar year shown in column (c). [5] Report is for the twelve months beginning March 1st of the calendar year shown in column (c). [6] Includes 70,150 kw.h. generated for Water department.

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Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over $25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used [e] (a)	Name of corporation (b)	Year (c)	Units of electricity generated by steam power (d)	Coal used for steam power in generating electricity [1] (e)	Av. lbs. of coal used per kw.h. generated (f)	Fuel expense for steam power [f] (g)	Av. fuel cost: Per short ton coal used (h)	Av. fuel cost: Per kw.h. generated by steam (i)	Av. cost per kw.h. purchased (j)	Per cent of total kw.h.: Generated by steam (k)	Per cent of total kw.h.: Generated by water (l)	Per cent of total kw.h.: Purchased (m)	Ratio of fuel expense to production expense (n)
			Kw. hours	*Pounds*	*Pounds*	*Dollars*	*Dollars*	*Cents*	*Cents*	%	%	%	%
	A. Corporations generating electricity largely by steam power (*continued*):												
32	Riverhead Electric	1919	582,000	2,612,932	4.49	8,725	6.68	1.50	5.00	96.6	2.0	1.4	63.1
		1918	366,220	2,527,796	6.90	10,027	7.93	2.74	.....	96.8	3.2	.....	68.6
		1917	324,830	2,452,500	7.55	8,109	6.61	2.50	.....	96.4	3.6	.....	65.8
		1916	350,570	1,850,000	5.28	5,624	6.08	1.60	.....	96.7	3.3	.....	58.5
		1915	271,720	1,848,000	6.80	3,844	4.16	1.41	.....	95.7	4.3	.....	47.8
33	Cortland County Traction	1919	5,115,309	21,360,000	4.18	[7] 50,146	[7] 4.70	[7] 0.98	.....	100.	.....	.....	67.1
		1918	4,871,842	23,128,000	4.75	[7] 61,177	[7] 5.29	[7] 1.26	.....	100.	.....	.....	72.9
		1917	4,714,132	22,780,000	4.83	[7] 60,092	[7] 5.28	[7] 1.27	.....	100.	.....	.....	75.3
		1916	4,091,316	18,316,000	4.48	[7] 28,965	[7] 3.16	[7] 0.71	.....	100.	.....	.....	66.4
		1915	3,743,095	16,336,000	4.36	[8] 23,687	[8] 2.90	0.63	.....	100.	.....	.....	71.7
34	Patchogue Electric Light	1919	1,355,530	5,625,000	4.15	16,303	5.80	1.20	.....	100.	.....	.....	50.0
		1918	1,308,600	6,633,000	5.07	19,395	5.85	1.48	.....	100.	.....	.....	57.6
		1917	1,205,230	5,800,000	4.81	17,208	5.93	1.43	.....	100.	.....	.....	58.1
		1916	1,074,990	4,294,000	3.99	9,947	4.63	0.93	.....	100.	.....	.....	59.1
		1915	897,720	4,302,000	4.79	8,856	4.12	0.99	.....	100.	.....	.....	58.7
36	Herkimer (municipal plant)	[5] 1919	2,158,600	7,950,000	3.68	20,370	5.12	0.94	.....	100.	.....	.....	67.1
		[9] 1918	1,941,400	8,760,000	4.51	24,304	5.55	1.25	.....	100.	.....	.....	67.7
		1917	1,629,217	7,824,000	4.80	20,921	5.35	1.28	.....	100.	.....	.....	74.9
		1916	1,553,800	8,096,000	5.21	13,322	3.29	0.86	.....	100.	.....	.....	70.1
		1915	1,366,200	6,872,000	5.03	9,926	2.89	0.73	.....	100.	.....	.....	64.3
37	Nassau Light and Power	1919	12,906,600	47,577,768	3.67	128,705	5.41	1.00	7.96	99.8	.....	0.2	65.5
		1918	9,826,600	37,511,902	3.82	112,474	6.00	1.15	7.83	99.8	.....	0.2	71.9
		1917	9,793,500	35,604,700	3.64	100,625	5.65	1.03	7.80	99.8	.....	0.2	75.4
		1916	8,842,500	33,552,796	3.79	54,298	3.24	0.61	6.95	99.8	.....	0.2	65.3
		1915	8,276,200	32,261,430	3.90	43,927	2.72	0.53	8.89	99.8	.....	0.2	57.5

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38	Rockland Light and Power	1919	8,439,040	28,976,456	3.43	68,577	4.73	0.81	.....	100.	.....	.....	55.2
		1918	7,793,219	34,665,830	4.45	67,223	3.88	0.86	.....	100.	.....	.....	59.2
		1917	8,510,573	33,558,960	3.94	53,071	3.16	0.62	.....	100.	.....	.....	59.0
		1916	7,477,797	28,363,020	3.79	32,334	2.28	0.43	.....	100.	.....	.....	51.3
		1915	7,318,157	32,861,480	4.49	36,464	2.22	0.50	.....	100.	.....	.....	51.3
39	Orange and Rockland Electric	1919	4,902,850	16,819,360	3.43	44,672	5.31	0.91	1.18	88.6	.....	11.4	59.5
		1918	2,912,635	10,338,000	3.55	26,162	5.06	0.90	1.12	83.5	.....	16.5	56.8
		1917	866,550	4,225,500	4.88	9,024	4.27	1.04	0.93	36.4	.....	63.6	27.8
		1916	1,690,375	7,484,520	4.43	13,198	3.53	0.78	.....	100.	.....	.....	60.8
		1915	1,742,325	6,638,000	3.81	9,694	2.92	0.56	.....	100.	.....	.....	53.9
40	Jamestown (municipal plant)	[5] 1919	4,887,980	16,291,156	3.33	33,887	4.16	0.69	.....	100.	.....	.....	61.4
		[5] 1918	3,122,399	11,023,632	3.53	25,574	4.64	0.82	.....	100.	.....	.....	63.1
		[5] 1917	2,560,464	9,496,000	3.71	24,373	5.13	0.95	.....	100.	.....	.....	65.6
		[5] 1916	2,224,340	8,736,000	3.93	11,116	2.54	0.50	.....	100.	.....	.....	50.3
		[5] 1915	2,399,610	8,776,000	3.66	9,266	2.11	0.39	.....	100.	.....	.....	45.9
41	Olean Electric Light and Power	1919	14,146,800	47,058,588	3.33	104,515	4.44	0.74	.....	100.	.....	.....	69.9
		1918	10,541,600	43,050,000	4.08	103,140	4.79	0.98	1.99	98.4	.....	1.6	72.3
		1917	9,744,300	39,302,910	4.03	88,344	4.50	0.91	1.98	98.9	.....	1.1	74.3
		1916	7,637,900	35,184,860	4.61	44,818	2.55	0.59	.....	100.	.....	.....	69.3
		1915	5,756,300	26,533,240	4.61	28,913	2.18	0.50	.....	100.	.....	.....	62.5
42	Long Island Lighting	1919	14,363,657	46,858,000	3.26	134,798	5.75	0.94	2.75	99.9	.....	0.1	69.7
		1918	12,714,758	36,708,000	2.89	95,139	5.18	0.75	3.00	98.0	.....	2.0	65.9
		1917	6,962,219	28,982,000	4.16	56,003	3.86	0.80	3.00	97.2	.....	2.8	62.3
		1916	5,648,329	23,136,000	4.10	33,811	2.92	0.60	3.00	99.5	.....	0.5	60.9
		1915	4,274,792	18,204,940	4.26	24,358	2.68	0.57	3.00	97.8	.....	2.2	53.0

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." [1] Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in Steam Heating department. [2] Average cost per ton of coal received during the year. [3] Report is for the twelve months beginning March 1st of the calendar year shown in column (c). [7] Figures are based on current generated for both the Lighting and Railroad departments. [8] The reported fuel expense is evidently an apportionment to the Light and Power department representing the fuel expenses only for energy used or sold by that department; the figures used here are not the reported fuel expenses but an estimate based on the reported number of tons of coal used at reported average price per ton of coal received. [9] *Report is for period January 1, 1918, to February 28, 1919.*

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Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over $25,000 per annum, and the figures given are taken from their reports.

(a) Rank in order of fuel used*	(b) Name of corporation	(c) Year	(d) Units of electricity generated by steam power	(e) Coal used for steam power in generating electricity [1]	(f) Av. lbs. of coal used per kw.h. generated	(g) Fuel expense for steam power [1]	Av. fuel cost (h) Per short ton coal used	Av. fuel cost (i) Per kw.h. generated by steam	(j) Av. cost per kw.h. purchased	Per cent of total kw.h. (k) Generated by steam	(l) Generated by water	(m) Purchased	(n) Ratio of fuel expense to production expense
			Kw. hours	*Pounds*	*Pounds*	*Dollars*	*Dollars*	*Cents*	*Cents*	%	%	%	%
	A. Corporations generating electricity largely by steam power (*concluded*):												
43	Binghamton Light, Heat and Power	1919	15,967,940	48,088,600	3.01	118,781	4.94	0.74	.....	100.	.....	.....	73.7
		1918	12,045,531	50,325,000	4.18	125,187	4.98	1.04	.....	99.9	.....	0.1	78.9
		1917	12,628,261	46,366,400	3.67	94,862	4.09	0.75	2.10	99.9	.....	0.1	77.3
		1916	10,737,091	34,146,200	3.18	53,252	3.12	0.50	2.00	99.7	.....	0.3	71.1
		1915	8,539,954	31,288,300	3.66	39,957	2.55	0.47	.....	100.	.....	.....	68.1
44	Central Hudson Gas and Electric...	1919	26,217,710	77,786,200	2.97	229,076	5.89	0.87	0.44	85.4	.....	14.6	69.9
		1918	23,030,260	75,302,800	3.27	221,974	5.89	0.96	0.52	83.7	.....	16.3	63.8
		1917	21,867,490	63,801,600	2.92	148,058	4.64	0.68	0.52	83.9	.....	16.1	60.9
		1916	20,809,410	59,105,400	2.84	88,190	2.98	0.42	0.58	97.0	.....	3.0	58.8
		1915	15,570,610	58,565,600	3.76	87,118	2.98	0.56	0.59	90.2	.....	9.8	54.3
46	Elmira Water, Light and Railroad..	1919	42,111,360	101,942,000	2.42	263,950	5.18	0.63	.....	100.	.....	.....	81.7
		1918	38,950,588	95,324,000	2.45	241,152	5.06	0.62	.....	100.	.....	.....	86.6
		1917	35,055,110	80,404,000	2.29	168,659	4.19	0.48	.....	100.	.....	.....	83.9
		1916	35,205,520	75,243,600	2.14	98,479	2.62	0.28	.....	100.	.....	.....	78.5
		1915	26,768,260	54,442,000	2.03	59,614	2.19	0.22	.....	100.	.....	.....	67.6
	Totals.....	1919	168,169,532	574,863,200	3.42	1,497,455	5.21	0.90	.....	.....	.....	.....	.....
		1918	150,059,083	580,201,886	3.87	1,525,662	5.26	1.02	.....	.....	.....	.....	.....
		1917	145,184,162	554,965,170	3.82	1,248,911	4.50	0.86	.....	.....	.....	.....	.....
		1916	130,331,596	473,187,800	3.63	688,448	2.91	0.53	.....	.....	.....	.....	.....
		1915	107,382,495	427,297,049	3.98	568,002	2.66	0.53	.....	.....	.....	.....	.....
	B. Corporations generating electricity largely by hydraulic power:												
13	Upper Hudson Electric and Railroad	1919	429,700	3,884,000	9.04	12,410	6.39	2.89	.....	21.8	78.2	.....	52.1
		1918	844,489	5,682,000	6.72	17,679	6.22	2.09	.....	50.4	49.6	.....	60.6
		1917	1,027,138	5,452,000	5.31	15,932	5.84	1.55	.....	54.8	45.2	.....	61.0
		1916	1,041,734	4,466,000	4.29	9,368	4.19	0.90	.....	51.4	48.6	.....	48.4
		1915	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	.....	[illegible]	[illegible]	.....	[illegible]

23	Utica Gas and Electric	1919	10,533,802	64,360,000	6.11	183,134	5.69	1.74	0.50	15.0	84.5	0.5	48.7
		1918	32,329,415	141,230,000	4.37	399,968	4.66	1.24	0.50	36.6	60.1	3.3	61.5
		1917	23,676,384	107,934,000	4.56	285,837	5.30	1.21	1.05	30.4	65.3	4.3	59.7
		1916	15,331,555	60,530,000	3.95	101,697	3.36	0.66	0.88	22.1	69.2	8.7	39.5
		1915	2,977,605	25,468,000	8.55	34,481	2.71	1.16	0.76	6.2	89.2	4.6	30.1
25	Rochester Gas and Electric (formerly reported as Rochester Railway and Light)	1919	31,668,989	178,530,020	5.64	430,623	4.82	1.36	0.46	18.3	71.4	10.3	60.5
		1918	83,872,642	309,233,000	3.68	816,274	5.28	0.97	1.10	42.5	56.9	0.6	84.9
		1917	48,900,401	155,192,600	3.17	533,829	6.88	1.09	0.28	30.7	57.3	12.0	61.9
		1916	43,188,328	132,646,000	3.07	256,182	3.86	0.50	0.42	29.5	46.4	24.1	41.7
		1915	[10]11,805,601	44,847,720	3.80	55,574	2.48	0.47	0.51	9.6	66.2	24.2	24.4
26	Adirondack Electric Power Corp.	1919	10,372,700	57,692,000	5.56	169,272	5.87	1.63	1.49	7.2	87.0	5.8	33.9
		1918	26,457,200	121,762,000	4.60	344,280	5.65	1.30	1.41	15.2	66.7	18.1	34.6
		1917	29,604,700	114,790,000	3.88	261,191	4.55	0.88	1.30	18.7	66.4	14.9	35.5
		1916	30,070,300	122,041,114	4.06	180,533	2.96	0.60	1.21	19.9	68.4	11.7	34.7
		1915	29,146,782	96,148,611	3.30	133,579	2.78	0.46	1.99	22.3	73.2	4.5	39.5
30	Orange County Public Service Corp	1919	3,260,350	16,095,000	4.94	41,933	5.21	1.29	.....	46.1	53.9	.....	62.4
		1918	3,170,230	15,854,980	5.00	35,194	4.44	1.11	.....	51.2	48.8	.....	58.1
		[11]1917	1,879,370	11,748,200	6.25	20,492	3.49	1.09	.....	61.7	38.3	.....	54.1
35	Albany Southern Railroad	1919	4,134,400	16,106,048	3.90	44,551	5.53	1.08	1.50	26.4	53.7	19.9	30.8
		1918	5,908,500	23,399,712	3.96	71,757	6.13	1.21	1.40	39.9	50.3	9.8	51.7
		1917	6,337,300	24,218,880	3.82	66,254	5.47	1.05	.....	50.2	49.8	.....	62.8
		1916	3,191,600	13,868,512	4.35	22,136	3.19	0.69	.....	30.0	70.0	.....	40.1
		1915	2,991,932	16,520,000	5.52	26,689	3.23	0.89	.....	31.6	68.4	.....	50.4
	Totals	1919	60,399,941	336,667,068	3.91	881,923	5.24	1.46	.....	.....	.....	.....	.....
		1918	151,600,727	632,968,832	4.18	1,732,550	5.47	1.14	.....	.....	.....	.....	.....
		1917	102,181,485	377,916,600	3.70	1,060,857	5.72	1.06	.....	.....	.....	.....	.....
		1916	88,590,183	315,217,114	3.56	538,412	3.42	0.61	.....	.....	.....	.....	.....
		1915	43,929,988	166,464,331	3.79	223,634	2.69	0.51	.....	.....	.....	.....	.....

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1". [1] Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in Steam Heating department. [10] Excludes 3080 kw.h. generated at stand-by station; no record was kept of the amount of coal used in generating this current. [11] Report covers period May 1 to December 31, 1917.

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Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over $25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used * (a)	Name of corporation (b)	Year (c)	Units of electricity generated by steam power (d)	Coal used for steam power in generating electricity [1] (e)	Av. lbs. of coal used per kw.h. generated (f)	Fuel expense for steam power [1] (g)	Av. fuel cost: Per short ton coal used (h)	Av. fuel cost: Per kw.h. generated by steam (i)	Av. cost per kw.h. purchased (j)	Per cent of total kw.h.: Generated by steam (k)	Per cent of total kw.h.: Generated by water (l)	Per cent of total kw.h.: Purchased (m)	Ratio of fuel expense to production expense (n)
			Kw. hours	*Pounds*	*Pounds*	*Dollars*	*Dollars*	*Cents*	*Cents*	%	%	%	%
	C. Corporations purchasing over 50 per cent of electricity sold:												
1	Lockport Light, Heat and Power...	1919	1,251,150	26,820,600	21.39	67,285	5.02	5.37	0.44	5.9	33.4	60.7	53.4
		1918	2,189,990	27,597,540	12.61	79,604	5.77	3.64	0.50	10.7	46.2	43.1	65.6
		1917	1,389,295	25,608,700	18.43	55,531	4.34	4.00	0.40	7.9	19.5	72.6	38.4
		1916	1,272,721	20,962,700	16.47	31,126	2.97	2.45	0.38	6.8	12.7	80.5	25.6
		1915	2,161,740	20,081,600	9.29	28,162	2.80	1.30	0.42	13.7	13.9	72.4	26.3
2	Suffolk Light, Heat and Power.....	1919	113,220	1,752,000	15.47	5,654	6.45	4.99	2.76	9.5	.....	90.5	13.9
		1918	1,077,120	8,424,000	7.82	29,123	6.91	2.70	3.00	98.7	.....	1.3	61.5
		1917	1,009,150	8,598,000	8.52	25,434	5.92	2.52	.....	100.	.....	.....	64.1
		1916	911,095	7,772,000	8.53	16,849	4.34	1.85	.....	100.	.....	.....	57.4
		1915	675,048	5,952,000	8.82	10,041	3.37	1.49	.....	100.	.....	.....	52.6
8	Syracuse Lighting.....	1919	[12] 2,916,664	28,539,400	9.78	86,573	[3] 5.15	2.80	0.57	2.7	.....	97.3	10.5
		1918	[12] 6,249,332	41,279,100	6.61	123,305	[3] 5.23	1.86	0.58	5.5	.....	94.5	14.5
		1917	[12] 2,706,671	31,351,800	11.58	88,420	[3] 5.13	3.01	0.49	3.0	.....	97.0	13.8
		1916	[12] 14,377,705	71,672,100	4.98	118,862	[3] 3.50	0.80	0.49	20.0	.....	80.0	24.3
		1915	[12] 15,407,781	63,302,300	4.11	87,891	[3] 2.53	0.55	0.54	29.8	.....	70.2	23.8
10	Empire Gas and Electric.....	1919	3,165,405	[12] 30,566,000	9.66	77,236	5.05	2.44	0.74	9.5	0.7	89.8	21.5
		1918	3,986,260	[12] 46,278,000	11.61	123,212	5.33	3.09	0.75	12.3	0.3	87.4	31.2
		1917	6,016,185	[12] 67,174,000	11.17	149,663	4.46	2.49	0.80	21.3	0.5	78.2	39.0
		1916	9,762,522	[12] 75,942,000	7.78	106,394	2.80	1.09	0.73	39.0	0.4	60.6	40.1
		1915	3,732,611	[12] 27,148,000	7.27	32,801	2.42	0.88	0.63	33.6	.....	66.4	34.0
12	Dunkirk (municipal plant).....	1919	468,685	4,298,000	9.17	10,747	5.00	2.29	0.92	9.6	.....	90.4	13.1
		1918	2,000,800	12,516,000	6.25	35,725	5.71	1.57	1.00	54.1	.....	45.9	40.9
		1917	4,513,875	18,752,000	5.41	48,758	5.20	1.41	.....	100.	.....	.....	76.1
		1916	1,863,924	9,848,000	3.92	12,800	2.60	0.51	.....	100.	.....	.....	56.4
		1915	1,111,100	7,052,000	4.38	7,898	2.24	0.49	.....	100.	.....	.....	48.3

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16	Peekskill Lighting and Railroad....	1919	498,299	[14] 4,266,295	8.56	13,785	6.36	2.77	2.55	19.8	.....	80.4	22.4
		1918	562,479	[14] 4,582,413	10.96	14,253	6.55	2.53	2.50	22.5	.....	77.5	23.0
		1917	2,194,024	[14] 13,350,727	6.63	36,232	5.75	1.65	2.75	71.6	.....	28.4	49.9
		1916	2,346,030	[14] 11,917,205	5.36	19,921	3.48	0.85	2.75	95.5	.....	4.5	56.8
		1915	2,105,281	[14] 11,330,672	5.38	17,408	3.07	0.83	2.75	100.	.....	.....	58.7
17	Northern Westchester Lighting.....	1919	732,984	6,054,540	8.26	18,448	6.09	2.52	1.91	8.5	.....	91.5	10.1
		1918	526,116	4,515,860	8.58	12,258	5.43	2.33	1.87	6.1	.....	93.9	7.0
		1917	1,313,888	11,131,600	8.47	26,022	4.68	1.98	1.52	18.2	.....	81.8	20.0
		1916	3,710,244	21,488,840	5.79	33,417	3.11	0.90	1.55	62.4	.....	37.6	38.8
		1915	4,120,540	24,875,020	6.04	33,060	2.66	0.80	1.61	86.6	.....	13.4	54.6
18	Municipal Gas, Albany.....	1919	2,660,000	21,396,000	8.04	42,488	3.97	1.60	0.58	8.2	.....	91.8	16.2
		1918	9,461,000	24,260,000	2.56	77,988	6.43	0.82	0.98	28.8	.....	71.2	24.6
		1917	1,972,175	6,242,000	3.17	24,543	7.86	1.24	0.90	8.6	.....	91.4	10.2
19	Southern New York Power.....	1919	743,443	5,406,800	7.41	16,426	6.08	2.21	3.00	25.8	20.5	53.7	22.4
		1918	397,795	3,117,856	7.84	9,315	5.98	2.34	3.00	19.2	17.8	63.0	16.4
		1917	334,209	3,073,280	9.20	7,790	5.07	2.33	3.00	17.6	20.6	61.8	15.4
22	New York State Gas and El. Corp....	1919	1,310,272	8,406,740	6.42	22,461	5.34	1.71	1.96	25.0	13.9	61.1	19.9
		1918	1,671,255	11,616,180	6.95	32,354	5.57	1.94	2.05	34.1	3.1	62.8	28.2
28	Westchester Lighting.....	1919	3,650,623	18,480,000	5.06	46,216	5.00	1.27	1.00	6.8	.....	93.2	7.8
		1918	2,620,056	14,949,760	5.70	32,395	4.33	1.23	0.88	6.6	.....	93.4	49.4
		1917	2,760,016	17,474,240	6.33	27,914	3.19	1.01	0.81	0.1	.....	99.9	8.4
		1916	5,014,465	26,900,160	5.36	33,873	2.52	0.62	1.81	.....	.....	81.9	15.7
		1915	18,484,330	71,480,640	3.87	84,826	2.37	0.46	1.14	85.4	.....	14.6	47.5

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporation showing the largest average consumption being given the number "1." [1] Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and the fuel used in Steam Heating department. [2] Average cost per ton of coal received during the year. [12] Includes 175,539 kw.h. generated by 172,240 gallons of fuel oil in 1919; 384,190 kw.h. generated by 284,667 gallons of fuel oil in 1918; 233,078 kw.h. generated by 152,840 gallons of fuel oil in 1917; 478,365 kw.h. generated by 218,038 gallons of fuel oil in 1916; and 476,529 kw.h. generated by 160,021 gallons of gas oil in 1915. [13] Includes coke as indicated, for the years specified: 8,496,000 lbs. in 1919; 7,464,000 lbs. in 1918; 8,118,000 lbs. in 1917; 8,036,000 lbs. in 1916; and 8,038,000 lbs. in 1915. [14] Represents the same proportion of coal used as the cost of fuel for steam assigned to the electric operations bears to the total cost of fuel consumed for both the Electric and Gas departments.

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Comparison of cost of fuel for steam power used in generating electricity and pounds of coal used per kilowatt hour generated, for years ended December 31, 1919, 1918, 1917, 1916, and 1915. The companies named have revenues over $25,000 per annum, and the figures given are taken from their reports.

Rank in order of fuel used*	Name of corporation	Year	Units of electricity generated by steam power	Coal used for steam power in generating electricity [1]	Av. lbs. of coal used per kw.h. generated	Fuel expense for steam power [1]	Av. fuel cost: Per short ton coal used	Av. fuel cost: Per kw.h. generated by steam	Av cost per kw.h. purchased	Per cent of total kw.h.: Generated by steam	Per cent of total kw.h.: Generated by water	Per cent of total kw.h.: Purchased	Ratio of fuel expense to production expense
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
			Kw. hours	*Pounds*	*Pounds*	*Dollars*	*Dollars*	*Cents*	*Cents*	%	%	%	%
	C. Corporations purchasing over 50 per cent of electricity sold (*concluded*):												
45	Niagara, Lockport and Ontario Pr...	1919	30,985,080	83,330,860	2.69	204,880	4.92	0.66	0.21	7.1	23.6	69.3	20.3
		1918	85,493,825	222,841,941	2.61	536,501	4.81	0.63	0.25	15.7	22.0	62.3	33.9
		1917	57,965,950	144,394,433	2.49	324,243	4.49	0.56	0.19	11.3	23.6	65.1	29.8
		1916	18,239,150	50,508,339	2.77	74,741	2.96	0.41	0.21	4.3	29.9	65.8	10.2
		1915	2,971,550	11,531,068	3.88	13,655	2.37	0.46	0.22	1.1	25.9	73.0	2.7
47	Buffalo General Electric.....	1919	109,200,820	218,858,000	2.00	524,649	4.79	0.48	0.29	21.1	.....	78.9	25.9
		1918	252,361,450	462,156,000	1.83	1,125,769	4.87	0.45	0.29	42.0	.....	58.0	47.7
		1917	128,931,500	235,792,000	1.83	506,920	4.30	0.39	0.31	28.4	.....	71.6	30.9
		1916	3,327,900	7,240,000	2.18	9,412	2.60	0.28	0.39	1.0	.....	99.0	10.7
	Totals.....	1919	157,699,645	458,175,235	1.64	1,136,848	4.96	0.72	.....	.....	.....	.....	.....
		1918	364,756,553	844,328,110	2.32	2,112,817	5.00	0.58	.....	.....	.....	.....	.....
		1917	204,256,439	545,269,260	2.68	1,220,070	4.47	0.60	.....	.....	.....	.....	.....
		1916	57,395,082	281,069,864	4.92	421,023	2.98	0.73	.....	.....	.....	.....	.....
		1915	48,620,877	224,011,300	4.63	290,089	2.58	0.60	.....	.....	.....	.....	.....
	Grand totals.....	1919	386,269,118	1,069,705,503	2.77	3,516,226	6.57	0.91	.....	.....	.....	.....	.....
		1918	666,416,363	2,057,498,828	3.09	5,371,029	5.22	0.81	.....	.....	.....	.....	.....
		1917	451,622,088	1,478,151,030	3.28	3,549,838	4.80	0.79	.....	.....	.....	.....	.....
		1916	276,316,861	1,069,474,778	3.87	1,647,883	3.06	0.60	.....	.....	.....	.....	.....
		1915	199,933,360	817,772,680	4.10	1,081,725	2.64	0.54	.....	.....	.....	.....	.....

* Numbered in order of average pounds of coal used in 1919 per kilowatt hour generated as shown in column (f), the corporations showing the largest average consumption being given the number "1." [1] Evidently includes in some cases fuel used in keeping up steam in steam plant while used only as a reserve source of power, and fuel used in Steam Heating department.

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APPENDIX C

Accidents, Steam Railroads, Year Ended June 30, 1920.

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PERSONAL INJURIES received while on or about trains, but not resulting from an accident to a train.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Falling from engines, trains, or cars	208	3	5	.....	1	24	168	2	1	2	2	31	177
Getting on or off trains in motion	228	2	35	.....	3	2	158	8	16	.....	4	12	216
Getting on or off trains not in motion	118	.....	60	.....	.....	.....	59	.....	.....	.....	1	.....	120
Injured while getting on and off trains by turning ankle, etc.	96	.....	7	.....	.....	.....	89	.....	.....	.....	.....	.....	96
Coming in contact with overhead bridges, wires, etc.	16	.....	.....	.....	.....	3	12	1	.....	.....	.....	4	12
Coming in contact with signal poles, water cranes, coal stations, or other fixed objects adjacent to the tracks	40	.....	.....	.....	.....	4	34	.....	1	1	.....	5	35
Coming in contact with switchstands or interlocking appliances	12	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	12
Coming in contact with misplaced parts of passing cars or cars not into clear	7	.....	.....	.....	.....	1	6	.....	.....	.....	.....	1	6
Coming in contact with cars, etc., on adjacent tracks in proper position	29	.....	.....	.....	.....	2	27	.....	.....	.....	.....	2	27
Coming in contact with broken or misplaced portions of cars on adjacent tracks	9	.....	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	9
Coming in contact with objects adjacent to tracks	10	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	10
Coming in contact with objects because of putting heads or arms out of windows	9	.....	1	.....	.....	1	7	.....	.....	.....	.....	1	8
Injured by missiles thrown through windows	6	.....	3	.....	.....	.....	3	.....	.....	.....	.....	.....	6
Injured by windows falling	15	.....	13	.....	.....	.....	2	.....	.....	.....	.....	.....	15
Parcels, bags, etc., falling out of rack	11	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
Falling over bags, suit-cases, etc., placed in aisles	6	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Injured by doors closing on fingers, etc., passenger cars	39	.....	28	.....	.....	.....	11	.....	.....	.....	.....	.....	39
Injured by doors closing on fingers, etc., freight cars	13	.....	.....	.....	3	.....	10	.....	.....	.....	.....	.....	13
Injured while coupling or uncoupling cars	99	.....	.....	.....	.....	4	95	.....	.....	.....	.....	4	95
Caught between cars, buffer plates, couplings, etc.	35	.....	1	.....	.....	4	22	1	4	1	2	6	29
Minor injuries to employees from handling equipment where no defect in equipment existed	554	.....	.....	.....	.....	.....	554	.....	.....	.....	.....	.....	554
Resulting from setting or releasing hand-brakes, no defect in equipment	62	.....	.....	.....	.....	.....	62	.....	.....	.....	.....	.....	62

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Resulting from an emergency application of the brakes	14	.....	1	.....	2	.....	13	.....	.....	.....	.....	.....	16
Injured on account of train parting	19	.....	.....	.....	1	1	19	.....	.....	.....	.....	1	20
Resulting from heavy service application of air-brakes	72	.....	21	.....	1	.....	52	.....	.....	.....	.....	.....	74
Resulting from taking up or letting out slack	51	.....	.....	.....	1	.....	45	.....	5	.....	.....	.....	51
Thrown in passanger cars account sudden lurch	13	.....	12	.....	.....	.....	1	.....	.....	.....	.....	.....	13
Falling out of berth in sleeping car	5	.....	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Resulting from rough handling of cars	93	.....	9	.....	5	.....	70	.....	.....	.....	13	.....	97
Resulting from loads shifting	16	.....	.....	.....	4	.....	9	3	2	.....	.....	3	15
Falling on top of cars due to physical condition of same	10	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	10
Slipping or falling on deck of engine	9	.....	.....	.....	.....	.....	9	.....	.....	.....	.....	.....	9
Handling freight	30	.....	.....	.....	1	.....	30	.....	.....	.....	.....	.....	31
Other miscellaneous injuries	26	.....	15	.....	2	1	6	.....	2	.....	.....	1	25
Totals	1,980	5	233	.....	24	47	1,614	15	31	4	22	71	1,924

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PERSONAL INJURIES received while on track or adjacent thereto, either from contact with train or other causes.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Struck while on track by train	278	3	2	.....	.....	65	81	50	37	19	17	137	137
Suicide	4	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	4	.....
Alighting from train directly in front of another	8	.....	.....	.....	.....	3	5	.....	.....	.....	.....	3	5
Found dead on track, definite cause unknown	21	.....	.....	.....	.....	8	.....	12	.....	1	.....	21	.....
Found injured on track, definite cause unknown	9	.....	.....	.....	.....	.....	3	.....	6	.....	.....	.....	9
Pedestrians at unprotected highway crossings	10	.....	.....	.....	.....	.....	1	.....	.....	4	5	4	6
Pedestrians at highway grade crossings protected by flagmen	13	.....	.....	.....	.....	2	2	.....	.....	3	6	5	8
Pedestrians at highway grade crossings protected by gates	17	.....	.....	.....	.....	.....	.....	5	7	1	6	6	13
Vehicles at unprotected highway grade crossings	163	.....	.....	.....	.....	.....	1	.....	.....	26	134	26	135
Vehicles at highway grade crossings protected by bells	63	.....	.....	.....	.....	.....	.....	.....	.....	26	44	26	44
Vehicles at highway grade crossings protected by flagmen	56	.....	.....	.....	.....	.....	1	.....	.....	14	61	14	62
Vehicles at highway grade crossings protected by gates	23	.....	.....	.....	.....	.....	.....	1	.....	1	10	2	10
Resulting from vehicles running into sides of trains	67	.....	.....	.....	.....	.....	2	.....	3	11	36	11	41
Coming in contact with crossing gates	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....	5
Resulting from catching foot in switches or accessories	4	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	4
Resulting from catching foot in track appliances	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Stumbling over rails or ties in track	17	.....	1	.....	.....	.....	16	.....	.....	.....	.....	.....	17
Stumbling over rails or ties not in track but adjacent thereto	8	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	8
Slipping on ice, etc., on station platforms, stairs, etc.	11	.....	1	.....	.....	.....	10	.....	.....	.....	.....	.....	11
Slipping on ice, etc., on track, bridges, etc.	46	.....	.....	.....	.....	.....	46	.....	.....	.....	.....	.....	46
Walking into turntable or engine pits	10	.....	.....	.....	.....	.....	10	.....	.....	.....	.....	.....	10
Coal, etc., falling from trains	14	.....	.....	.....	.....	.....	11	.....	.....	.....	.....	.....	13
Mail pouch thrown from passing trains	3	.....	1	.....	.....	1	1	.....	1	.....	1	1	3
Struck while standing on platform too close to track						.....	1	.....	.....	.....	1	.....	
Struck by open or loose car doors	2	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Caught under cars while repairing them	6	.....	.....	.....	.....	.....	6	.....	1	1	1	1	6
Squeezed between cars and adjacent buildings	7	.....	.....	.....	.....	2	4	.....	.....	1	.....	3	.....
	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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Handling freight, tools, or track materials	5	.....	.....	.....	.....	.....	4	.....	.....	.....	1	.....	5
Injured while throwing switch	60	.....	.....	.....	.....	.....	60	.....	.....	.....	.....	.....	60
Other miscellaneous accidents	14	.....	1	.....	.....	.....	12	.....	.....	.....	2	.....	15
Totals	965	4	7	.....	.....	81	290	72	55	108	330	265	682

DERAILMENTS to passenger trains.

Broken rails, main track	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken rails, yard or sidetracks	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Poor surface, main track	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Rails spreading, main track	2	.....	3	.....	1	.....	.....	.....	.....	.....	.....	2	.....
Open switches	2	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	6
Switch or derail thrown under train	8	.....	1	.....	5	.....	.....	.....	.....	.....	.....	.....	.....
Switch improperly adjusted or locked	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Switch having been run through	10	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective frog	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective switch	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective track appliances	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sharp flange	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Switch set wrong, failure to observe position	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Too sharp curvature	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trucks too stiff or failure of trucks to curve	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure to observe position	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off derails, failure to begin to stop early enough	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive brakes	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive machinery	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive trucks	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive wheels	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hot or defective locomotive journals	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken locomotive axles	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Defective or broken passenger-car trucks	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken passenger-car wheels	10	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Hot or defective passenger-car journals	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken passenger-car axles	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken passenger-car brake equipment	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Running off dead ends or into bumping blocks	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Foreign matter or snow and ice on tracks	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Excessive speed	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown or unascertainable causes	17	.....	7	.....	.....	.....	2	.....	.....	.....	.....	.....	9
Other miscellaneous accidents	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	174	1	15	.....	6	2	2	.....	.....	.....	.....	3	23

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DERAILMENTS to freight trains.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Broken rails, main track	19												
Broken rails, yard or sidetracks	26						1						1
Poor alignment, main track	2												
Poor surface, main track	8												
Poor surface, yard or sidetracks	7												
Rails spreading, main track	6												
Rails spreading, yard or sidetracks	29												
Track out of gauge, main track	4												
Track out of gauge, yard or sidetracks	2												
Open switches	2												
Switch or derail thrown under trains	19						2						2
Switch improperly adjusted or locked	23						1						1
Switch having been run through	33												
Defective frog	3												
Defective switch	17												
Other defective or broken track appliances	7												
Sharp flange	28												
Switch set wrong, failure to observe position	1												
Too sharp curvature	2												
Trucks too stiff, or failure of trucks to curve	30					1	1					1	1
Car lifted by adjacent car or locomotive	1												
Rolling of car or engine	4												
Load shifting or eccentric	10						1						1
Running off derails, failure to observe position	13						2						2
Running off derails, failure to observe signal governing	5												
Running off derails, failure of brakes to hold	5												
Running off derails, failure to begin to stop early enough	2				1		3						
Defective or broken locomotive brake equipment	1												
Defective or broken locomotive machinery	7												
Defective or broken locomotive trucks	13												4
Defective or broken locomotive draft rigging	4												
Defective or hot locomotive wheels	12												
Defective or broken locomotive journals													

Defective or broken freight-car trucks	217	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Defective or broken freight-car draft rigging	166	.....	.....	.....	1	2	3	.....	.....	.....	.....	.....	3
Defective or broken freight-car wheels	187	.....	.....	.....	.....	.....	2	.....	.....	.....	3	2	6
Defective or hot freight-car journals	87	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Defective or broken freight-car axles	7	.....	.....	.....	.....	1	3	.....	.....	.....	.....	1	3
Running off dead ends or into bumping blocks	28	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Foreign matter or snow and ice on tracks	110	.....	.....	.....	.....	3	18	.....	.....	.....	.....	3	18
Emergency or heavy application of air-brakes	31	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Buckling of trains or slack running in	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rough handling or switching	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Excessive speed	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apparent malicious tampering	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown or unascertainable causes	30	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Other miscellaneous accidents	19	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Totals	1,504	1	9	.....	2	10	55	.....	1	.....	4	11	71

BUTTING COLLISIONS between passenger trains.

Breaking in two, cars running back and colliding with cars behind	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

BUTTING COLLISIONS between passenger trains and freight trains.

Switches misplaced or incorrectly set	2	.....	28	.....	.....	.....	3	.....	.....	.....	.....	.....	31
Short or improper flagging	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Failure to observe train account of smoke, steam, fog, etc.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running	1	.....	1	.....	.....	.....	7	.....	.....	.....	.....	.....	8
Totals	5	.....	29	.....	.....	.....	11	.....	.....	.....	.....	.....	40

BUTTING COLLISIONS between freight trains.

Disobedience of orders	2	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Disobedience of signals	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Misunderstanding signals	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Short or improper flagging	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to observe train account of smoke, fog, snow, etc.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running	9	.....	.....	.....	.....	.....	12	.....	.....	.....	.....	.....	12
Breaking in two and coming together again	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	21	.....	.....	.....	.....	.....	16	.....	.....	.....	.....	.....	16

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REAR-END COLLISIONS between passenger trains.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Disobedience of signals	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other miscellaneous accidents	1	8	170	.....	5	3	2	1	.....	.....	1	12	178
Totals	2	8	170	.....	5	3	2	1	.....	.....	1	12	178

REAR-END COLLISIONS between passenger and freight trains.

Disobedience of signals	3	14	32	.....	4	3	2	.....	.....	.....	.....	17	38
Lack of proper protection	2	.....	106	.....	.....	.....	1	.....	.....	.....	.....	.....	107
Failure to observe train account of smoke, fog, snow, etc	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running	3	.....	3	.....	.....	1	.....	.....	.....	.....	.....	1	3
Failure to set hand-brakes	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	10	14	141	.....	4	4	3	.....	.....	.....	.....	18	148

REAR-END COLLISIONS between freight trains.

Disobedience of signals	4	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Improper signal displayed or incorrect instruction given	2	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2	.....
Switch misplaced or incorrectly set	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	5
Short or improper flagging	15	.....	.....	.....	.....	1	5	.....	.....	.....	.....	.....	1
[illegible] train account of snow, fog,	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	6	15
						.....	11	.....	.....	.....	.....	.....	1

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SIDE COLLISIONS between passenger and freight trains.

Disobedience of signals	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2

SIDE COLLISIONS between freight trains.

Disobedience of signals	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Improper signal displayed or incorrect instruction given	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Switch set wrong	4	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Misunderstanding signals or wrong signal given	5	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	2
Lack of proper protection	8	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Failure to observe train account of smoke, steam, snow, etc.	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Moving without authority of signal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running	21	.....	.....	.....	.....	1	8	.....	.....	.....	.....	1	8
Failure of hand-brakes to hold	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to set hand-brakes	10	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Loss of air through successive applications	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cars, etc., not into clear	25	.....	.....	.....	.....	1	9	.....	.....	.....	.....	1	9
Other miscellaneous accidents	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Totals	84	.....	1	.....	.....	2	28	.....	.....	.....	.....	2	29

COLLISIONS at grade crossings, steam railroads.

Defective or inoperative air-brakes	2	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	1
Failure to set hand-brakes	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to observe train account of smoke, steam, snow, etc.	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....
Improper signal displayed or incorrect instruction given	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	5	.....	.....	1	.....	1	1	.....	.....	.....	.....	2	1

COLLISIONS at grade crossings, electric railroads.

Derailment of trucks of trolley car	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Careless running of trolley car	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Disobedience of rules by trolley car	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1

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COLLISIONS with movable objects on wheels adjacent to tracks.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Vehicles standing too close to track	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Baggage trucks, etc., not into clear	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Totals	3	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	4
SWITCHING COLLISIONS between passenger and freight trains.													
Failure of hand-brakes to hold	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cars pushed heavily into others or shoved against bumping posts	1	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Totals	2	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
SWITCHING COLLISIONS between freight trains.													
Switch set wrong	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Misunderstanding signals or wrong signals given	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lack of proper protection	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Failure to observe train account of smoke, fog, snow, etc.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moving without authority or signal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Careless running	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Failure of hand-brakes to hold	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3
Failure to set hand-brakes	4	.....	.....	.....	1	.....	2	.....	.....	.....	6	.....	10
Cars pushed heavily into others or shoved	[illegible]						4						2

ACCIDENTS to equipment not involving derailments or collisions.

Kind	Number	Passengers		Persons carried under contract		Employees		Trespassers		Non-trespassers		Totals	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Locomotives:													
Flues bursting	5	.....	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	6
Steam pipe connections broken or coming loose	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Injector pipe bursting	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Collar on injector pipe blowing off	3	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Crown sheets dropping due to low water	8	.....	.....	.....	.....	4	5	.....	.....	.....	.....	4	5
Plugs blowing out	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Side rods, pins, or crossheads	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Other machinery	3	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Draught rigging	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wheels	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Broken tire	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Axles	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Totals	36	.....	.....	.....	.....	4	22	.....	.....	.....	.....	4	22
Passenger cars:													
Miscellaneous air-brake accidents	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Steps	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Totals	2	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Freight cars:													
Air hose bursting	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Defective triple valves	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Brake staffs breaking or giving way	2	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Brake pipes breaking or bursting	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brake platforms giving way	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Grab-irons, lag screws, etc., giving way	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Grab-irons breaking or missing	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Trucks	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Center pin broken or off center	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Draught rigging	10	.....	.....	.....	.....	2	5	.....	.....	.....	.....	2	5
Tread broken	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old or weak car bodies	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	27	.....	.....	.....	.....	2	13	.....	.....	.....	.....	2	13
Other miscellaneous accidents	27	.....	.....	1	1	.....	18	.....	2	.....	4	1	25

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APPENDIX D

Broken Rails Reported for Steam Railroads for the Years July 1, 1918, to June 30, 1919, and July 1, 1919, to June 30, 1920.

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BROKEN RAILS reported for steam railroads for the years July 1, 1918, to June 30, 1919, and July 1, 1919, to June 30 1920.

Railroad	July		August		September		October		November		December		January		February		March		April		May		June		Totals	
	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1918	1919	1919	1920	1919	1920	1919	1920	1919	1920	1919	1920	1919	1920	1918–19	1919–20
Boston and Albany				1		2			3	3		2		8	1	1		2		2	2			2	6	23
Boston and Maine	1	2	4		1		3	1	1		1	6	1	2	3					1	1			1	16	13
Buffalo, Rochester and Pittsburgh	4	1	3	1		13	4	30	6	16	4	8	4	23	1	10	3	56	3	6		9		6	32	179
Central New England	2	1	2	1	3	3	2	1	5	3	2	4		31	2		2	2	1	2	3		2		26	48
Central New York Southern	1					1									1				1						3	1
Delaware and Hudson	27	46	31	80	61	41	31	23	30	34	14	33	32	54	22	95	28	79	39	56	29	10	26	46	370	597
Delaware, Lackawanna and Western	48	41	59	37	52	55	46	79	51	67	57	56	54	60	53	49	67	96	37	63	30	36	20	42	574	681
Delaware and Northern	3	1	4	1	3		3	4	6	2		32	8	3	2		1	15	1	5	1				32	63
Erie	43	17	34	12	36	35	44	28	49	40	56	60	50	63	33	109	31	171	18	51	14	26	13	13	421	625
Fonda, Johnstown and Gloversville																		1								1
Grand Trunk	3									1						2		2		1				3	3	9
Greenwich and Johnsonville									6		1				1									1	8	1
Lehigh and Hudson River	2	4	1			2	2	4		1	1	2	1	2	3		2	1	4		1	3	2		19	19
Lehigh Valley		11	8	9	11	5	11	12	6	20	14	17	4	15	5	20	8	20	11	7	2	10	3	9	83	155
Long Island	5	2	5	4	6	2	2	1	6	8	4	7	11	11	10	4	13	8	9	6	3	8	2	9	76	70
New York Central	37	7	20	24	32	17	53	39	69	474	206	65	77	107	179	105	60	69	39	28	25	24	13	30	810	989
New York, Chicago and St. Louis	2		1		3		2		1	4	1		3	4		7		11	3	3				1	16	30
New York, New Haven and Hartford	3	2	4	3	4	3	3	2		3	4	8		5	3	16	6	9	4	1		2	2	1	33	55
New York, Ontario and Western	5	4	4	6	6	10	9	6	17	9	25	24	13	87	5	7	8	12	8	7	8	1	2	6	110	179
	11	28	8	20	16	11	7	30	28	36	89	29	75	20	42	45	30	25	39	13	14	4	11	5	370	266
	9	5	7	13	8	5	17	9	11	8	12	24	29	7	24	18	18	52	15	19	12	13	4	12	166	185
						2	1	2	2	2	3	4	6	29	2	38	3	16	2	7	1	1	2		28	104
											1	6	2	4		5	4	18	2	13		10	1	8	16	78
																							103	195	3,218	4,371

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APPENDIX E

Inspections of Gas and Results of Tests for Eleven Months Ended November 30, 1920.

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TABLE I: For plants where daily tests of heating power are made by the corporation and checked at intervals by the Commission. Showing average heating power, variations, and deficiencies. It is required that the monthly average shall be not less than five hundred and eighty-five (585) British thermal units per cubic foot, and that the heating power shall not be more than 5 per cent below that value for any three successive days.

Place of test	Average B. t. u.	Range of daily average B. t. u.		Range of monthly average B. t. u.		Deficiencies	
		Highest day	Lowest day	Highest month	Lowest month	Number of months deficient on average heating power	Number of times below 556 B. t. u. for three successive days
Albany	583	611	537	587	564	5	3
Amsterdam	581	600	523	587	568	6	0
Bay Shore	579	607	521	590	573	8	7
Binghamton	577	617	498	589	533	4	14
Buffalo	612	668	533	637	588	0	0
Canandaigua	582	626	386	590	474	7	56
Cohoes	594	679	512	615	586	0	2
Cortland	582	664	549	588	564	6	0
Fulton	577	692	496	602	540	5	16
Geneva	546	615	459	570	516	11	46
Glen Cove	586	679	529	600	569	2	0
Glens Falls	577	683	489	607	539	8	12
Gloversville	572	612	527	585	560	10	1
Hempstead	573	621	505	594	532	7	18
Hudson	590	636	562	597	586	0	0
Huntington	586	607	570	588	585	0	0
Ithaca	581	625	535	588	557	9	0
Kingston	584	652	479	588	569	3	1
Lockport	579	646	536	593	567	7	1
Middletown	599	702	500	623	547	2	2
Mount Vernon	589	608	573	593	586	0	0
Newburgh	582	659	496	589	561	5	3
Niagara Falls	569	650	431	592	509	8	22
Norwich	586	660	545	595	581	4	0
Nyack	594	628	557	598	587	0	0
Ogdensburg	586	655	510	608	563	5	2
Oneida	573	698	502	594	556	9	9
Oneonta	594	658	540	618	585	0	0
Ossining	587	633	568	591	585	0	0
Oswego	589	649	550	602	581	5	0
Peekskill	592	620	575	597	588	0	0
Plattsburgh	632	720	525	654	595	0	0
Port Jervis	594	682	533	611	585	0	0
Poughkeepsie	586	613	552	591	582	2	0
Rochester	580	601	507	589	532	2	11
Rome	594	660	519	608	576	2	1
Sag Harbor	581	665	534	590	570	7	2
Saratoga Springs	579	681	509	589	562	9	1
Schenectady	586	614	561	591	585	0	0
Syracuse	583	609	538	587	557	2	5
Tarrytown	587	609	547	589	585	0	0
Tonawanda	553	601	497	571	524	3	0
Troy	586	626	553	594	578	5	0
Utica	585	620	536	596	570	5	0
Watertown	600	650	549	616	588	0	0
Waverly	589	633	550	601	575	3	0
White Plains	590	613	535	596	585	0	0
Yonkers	593	614	555	598	589	0	0

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TABLE II: For plants of small size which are not required to make daily tests but where the heating power is inspected from time to time by the Commission. Showing the number of tests made since change to heating power standard, and a summary of the results. It is required that the average heating power shall be not less than five hundred and eighty-five (585) British thermal units per cubic foot.

Place of test	Number of tests	Heating power (B. t. u.)			Number of tests showing less than 585 B. t. u.
		Maximum	Minimum	Average	
Albion	6	653	618	632	0
Bath	6	621	541	586	2
Beacon	10	582	507	562	10
Brockport	6	591	505	549	4
Canastota	7	602	486	553	6
Catskill	7	681	624	653	0
Clifton Springs	6	674	593	632	0
Corning	7	631	591	613	0
Dansville	7	674	543	616	1
Geneseo	3	648	588	622	0
Granville	6	671	528	611	1
Haverstraw	7	684	539	603	3
Malone	6	609	544	578	3
Mechanicville	6	639	561	587	3
Owego	6	591	537	564	5
Penn Yan	6	588	474	542	5
Rensselaer	7	600	528	562	6
Saranac Lake	6	603	522	559	5
Saugerties	7	673	611	627	0
Suffern	6	579	534	562	6

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TABLE III: Showing the number of tests made in each locality with req
shown, the number of deficiencies found, and a summary of the pres
tests. The established standards prescribe a maximum of 30 grai
and 10 grains of ammonia per 100 cubic feet of gas, and prohibit
sulphide.

Place of test	Number of tests for sulphur	Number of tests showing excessive sulphur	Number of tests for ammonia, hydrogen sulphide, and pressure	Number of tests showing excessive ammonia	Number of tests showing presence of hydrogen sulphide	Pr — H
Albany	2	0	7	0	5	
Albion	3	0	6	1	0	
Amsterdam	3	0	8	0	1	
Bath	2	0	6	0	5	
Bay Shore	3	0	8	0	3	
Beacon	4	0	10	0	3	
Binghamton	5	0	7	0	1	
Brockport	5	0	7	0	0	
Buffalo	4	0	8	0	0	
Canandaigua	3	0	7	0	5	
Canastota	1	0	7	0	0	
Catskill	3	0	7	0	3	
Clifton Springs	1	0	6	0	5	
Cohoes	5	0	8	0	1	
Corning	4	0	7	0	1	
Cortland	3	0	5	0	0	
Dansville	4	0	7	0	0	
Fulton	5	0	9	0	3	
Geneseo	2	0	3	0	0	
Geneva	3	0	7	0	5	
Glen Cove	4	0	9	0	3	
Glens Falls	4	1	10	0	0	
Gloversville	3	0	9	0	6	
Granville	1	0	6	0	5	
Haverstraw	2	0	7	0	1	
Hempstead	3	0	7	0	5	
Hudson	4	0	7	0	2	
Huntington	3	0	7	0	2	
Ithaca	5	0	7	0	1	
Kingston	3	0	8	0	1	
Lockport	6	0	8	0	1	
Malone	1	0	6	0	3	
Mechanicville	5	0	7	0	5	
Middletown	3	0	7	0	2	
Mount Vernon	1	0	8	0	1	
Newburgh	4	0	8	0	4	
Niagara Falls	3	0	7	0	2	
Norwich	3	0	6	0	0	
Nyack	1	0	6	0	0	
Ogdensburg	1	0	6	0	0	
Oneida	3	0	7	0	1	
Oneonta	3	0	6	0	4	
Ossining	2	0	9	0	3	
Oswego	4	0	8	0	3	
Owego	3	0	6	0	0	
Peekskill	5	1	8	0	2	
Penn Yan	3	0	6	0	0	
Plattsburgh	1	0	6	0	4	
Port Jervis	4	0	7	0	1	
Poughkeepsie	3	0	7	0	0	
Rensselaer	3	0	7	0	4	
Rochester	9	0	11	0	5	
Rome	2	0	7	0	4	
Sag Harbor	2	0	6	0	2	
Saratoga Springs	5	0	7	0	1	
Saranac Lake	1	0	6	0	[illegible]	
Saugerties	5	0	7	0	[illegible]	
Schenectady	3	0	7	0	[illegible]	
Suffern	3	0	6	0	[illegible]	
Syracuse	5	0	8	0	[illegible]	
Tarrytown	3	0	8	0	[illegible]	
Tonawanda	6	0	7	0		
Troy	3	0	6	0		
Utica	3	0	8	0		
Watertown	1	1	6	0		
Waverly	5	0	7	0		
White Plains	2	0	7	0		
Yonkers	2	0	7	0		

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TABLE IV: Showing the kind of gas furnished in each municipality, and a summary of the tests made for sulphur and ammonia.

Place of test	Kind of gas	Gr. per 100 cu. ft. of gas			
		Sulphur		Ammonia	
		Highest	Lowest	Highest	Lowest
Albany	Water	**	**	*	*
Albion	Coal	**	**	33.0	*
Amsterdam	Mixed	**	**	*	*
Bath	Water	**	**	*	*
Bay Shore	Water	**	**	*	*
Beacon	Water	**	**	*	*
Binghamton	Water	**	**	*	*
Brockport	Coal	**	**	*	*
Buffalo	Mixed	**	**	*	*
Canandaigua	Coal	**	**	*	*
Canastota	Coal	**	**	*	*
Catskill	Coal	**	**	*	*
Clifton Springs	Water	**	**	*	*
Cohoes	Water	**	**	*	*
Corning	Water	**	**	*	*
Cortland	Coal	**	**	*	*
Dansville	Water	**	**	*	*
Fulton	Mixed	**	**	*	*
	Coal	**	**	*	*
Geneseo	Coal	**	**	*	*
Geneva	Coal	**	**	*	*
Glen Cove	Water	**	**	*	*
Glens Falls	Coal	31.5	**	*	*
Gloversville	Water	**	**	*	*
Granville	Water	**	**	*	*
Haverstraw	Water	**	**	*	*
Hempstead	Water	**	**	*	*
Hudson	Water	**	**	*	*
Huntington	Water	**	**	*	*
Ithaca	Mixed	**	**	*	*
Kingston	Mixed	**	**	*	*
Lockport	Mixed	**	**	*	*
Malone	Coal	**	**	*	*
Mechanicville	Water	**	**	*	*
Middletown	Water	**	**	*	*
Mount Vernon	Water	**	**	*	*
Newburgh	Water	**	**	*	*
Niagara Falls	Coal	**	**	*	*
Norwich	Water	**	**	*	*
Nyack	Water	**	**	*	*
Ogdensburg	Coal	**	**	2.2	*
Oneida	Coal	**	**	7.1	*
Oneonta	Water	**	**	*	*
Ossining	Water	**	**	*	*
Oswego	Coal	**	**	*	*
Owego	Coal	**	**	1.6	*
Peekskill	Water	31.2	**	*	*
Penn Yan	Coal	**	**	1.6	*
Plattsburgh	Water	**	**	*	*
Port Jervis	Water	**	**	*	*
Poughkeepsie	Water	**	**	*	*
Rensselaer	Water	**	**	*	*
Rochester	Mixed	**	**	*	*
Rome	Mixed	**	**	*	*
	Coal	**	**	*	*
Sag Harbor	Water	**	**	*	*
Saranac Lake	Water	**	**	*	*
Saratoga Springs	Water	**	**	*	*
Saugerties	Coal	**	**	*	*
Schenectady	Mixed	**	**	*	*
Suffern	Water	**	**	*	*
Syracuse	Water	**	**	*	*
Tarrytown	Water	**	**	*	*
Tonawanda	Coal	**	**	*	*
Troy	Water	**	**	*	*
Utica	Water	**	**	*	*
Watertown	Mixed	33.9	**	6.7	*
Waverly	Water	**	**	*	*
White Plains	Water	**	**	*	*
Yonkers	Water	**	**	*	*

* Not more than one grain. ** Less than 30 grains.

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APPENDIX F

Lighting Rates for Electricity and Gas.

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APPENDIX F

Statement showing maximum residential lighting rates for electricity and gas established by corporations, municipalities, and individuals under the jurisdiction of this Commission, applying in cities and incorporated villages as of December 31, 1920, or filed to become effective subsequent thereto.

Explanation of reference marks: A minimum monthly charge applies in all cases except where asterisk (*) is shown in connection with rate: such reference mark denotes that minimum monthly charge does not apply. "a" denotes Acetylene gas. "g" denotes Gasoline gas. "n" denotes Natural gas. "s" denotes assessment of a fixed monthly charge regardless of quantity of gas or electricity consumed. † denotes that a change has been made in rate or charge during 1920.

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Adams	$.17	$.....	Adams El. Lt. Co.
Addison	.10	.....	Addison El. Lt. and Pr. Co.
Addison	.....	.70n	Addison Gas and Pr. Co.
Afton	.15	.....	Afton-Windsor Lt., Ht. and Pr. Co., Inc.
Akron	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Akron	.10	.....	Village of Akron
Albany	.08	1.50*†	Municipal Gas Co., Albany
Albion	.10	3.75†	Western New York Utilities Co., Inc.
Alden	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Alden	.09	.....	Depew and Lancaster Lt., Pr. and Com. Co.
Alexander	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Alexandria Bay	.12	.....	Northern New York Utilities, Inc.
Alfred	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Allegany	.10½†	.....	Olean El. Lt. and Pr. Co.
Allegany	.....	.67n†	Keystone Gas Co.
Altamont	.08	.....	Municipal Gas Co., Albany
Altmar	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Amityville	.15	1.75	Long Island Ltg. Co.
Amsterdam	.10	.....	Adirondack Pr. and Lt. Corp.
Amsterdam	.....	1.35s†	Chuctanunda Gas Lt. Co.
Andes	.15	.....	William T. Hyser
Andover	.10†	.....	Village of Andover
Andover	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Angelica	.....	.52n†	Producers Gas Co.
Angola	.....	.37n*	Iroquois Natural Gas Co.
Angola	.08	.....	Niagara and Erie Pr. Co.
Antwerp	.10	.....	Antwerp Lt. and Pr. Co.
Arcade	.15†	.....	Village of Arcade
Ardsley	.12	1.50*	Westchester Ltg. Co.
Athens	.16†	.....	Upper Hudson El. and R.R. Co.
Attica	.....	.55n*	Republic Lt., Ht. and Pr. Co., Inc.
Attica	.12†	.....	Genesee Lt. and Pr. Co.
Auburn	.13	1.50	Empire Gas and El. Co.
Aurora	.15*	.....	Aurora El. Lt. Co.
Avoca	.16½	.....	Wayne Pr. Co.
Avon	.15	.....	Avon El. Co.
Avon	.....	.40n	Pavilion Natural Gas Co.
Babylon	.15	1.75	Long Island Ltg. Co.
Bainbridge	.16†	.....	Standard Lt., Ht. and Pr. Co.
Baldwinsville	.12†	.....	Seneca River Pr. Co.
Baldwinsville	.....	.75n†	Baldwinsville Lt. and Ht. Co.
Ballston Spa	.10	.....	Adirondack Pr. and Lt. Corp.
Barker	.10	.....	Western New York Utilities Co., Inc.
Batavia	.10	.....	Genesee Lt. and Pr. Co.
Batavia	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Bath	.14†	.....	Village of Bath
Bath	.....	2.00s*†	Bath El. and Gas Lt. Co.
Beacon	.15	2.00†	Southern Dutchess Gas and Electric Co.
Belleville	.15	.....	Harlow E. Ralph
Bellport	.15	.....	Patchogue El. Lt. Co.
Bellport	.....	1.90s*†	Patchogue Gas Co.
Belmont	.....	.52n†	Producers Gas Co.
Bemus Point	.12	.....	Western New York El. Co.
Bergen	.10	.....	Village of Bergen
Bergen	.....	.50n*	Churchville Oil and Nat. Gas Co.
Binghamton	.15	.....	Binghamton Lt., Ht. and Pr. Co.
Binghamton	.....	1.55†	Binghamton Gas Works
Blasdell	.08	.....	Buffalo General El. Co.
Blasdell	.....	.37n*	Iroquois Natural Gas Co.
Black River	.10	.....	Empire Wood Pulp Co.
Bloomingdale	.12½	.....	Paul Smith's El. Lt. and Pr. and R.R. Co.
Bolivar	.....	.30n*	Alfred C. McDonnell
Bolivar	.....	.48n*†	Empire Gas and Fuel Co. Ltd.
Boonville	.07	.....	Village of Boonville
Brewster	.11	.....	Geo. Juengst & Sons
Briarcliff Manor	.15	1.65*	Northern Westchester Ltg. Co.
Brightwaters	.....	1.75	Long Island Ltg. Co.
Brockport	.....	2.10s†	Brockport Gas Lt. Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw.h.	Rates: Gas per M cu.ft.	Service furnished by
Brockport	.10	.....	Western New York Utilities, Inc.
Brocton	.08	.....	Niagara and Erie Power Co.
Brocton	.10	.....	Village of Brocton
Brocton	.....	.40n*	Brocton Gas and Fuel Co.
Bronxville	.12	.....	Lawrence Park Ht., Lt. and Pr. Co.
Bronxville	.12	1.50*	Westchester Ltg. Co.
Brookfield	.15*	.....	Brookfield El. Lt. and Pr. Co.
Brownville	.09	.....	Northern New York Utilities, Inc.
Buffalo	.08	.....	Buffalo General El. Co.
Buffalo	.....	1.65	William J. Judge
Buffalo	.....	.40n*	Republic Lt., Ht. and Pr. Co., Inc.
Buffalo	.....	.37n*	Iroquois Nat. Gas Co.
Caledonia	.....	.55ns*	Caledonia Nat. Gas Co.
Caledonia	.....	.55ns*	Tri-County Nat. Gas Co.
Caledonia	.15	.....	Livingston-Niagara Pr. Co.
Cambridge	.10s*	.....	Consolidated El. Co.
Camden	.15†	.....	Village of Camden
Camillus	.08	.....	Syracuse Ltg. Co.
Canajoharie	.10	.....	Montgomery El. Lt. and Pr. Co.
Canandaigua	.10	1.50	Rochester Gas and El. Corp.
Canaseraga	.30†	.....	Canaseraga Ht., Lt. and Pr. Co.
Canastota	.....	2.85†	Central New York Pr. Co.
Canastota	.12	.....	Adirondack Pr. and Lt. Corp.
Candor	.21†	.....	Seely El. Co.
Canisteo	.....	.48n†	Canisteo Gas Co.
Canisteo	.20	.....	J. H. Anderson
Canton	.10	.....	Canton El. Lt. and Pr. Co.
Cape Vincent	.12	.....	Northern New York Utilities, Inc.
Carthage	.09	.....	Northern New York Utilities, Inc.
Castile	.12*	.....	Village of Castile
Castleton	.14	.....	Schodack Lt. and Pr. Corp.
Catskill	.16†	2.70†	Upper Hudson El. and R.R. Co.
Cattaraugus	.13†	.....	Cattaraugus El. Lt. and Pr. Co.
Cattaraugus	.....	.37n*	Iroquois Nat. Gas Co.
Cayuga	.....	1.50	Empire Gas and El. Co.
Cayuga Heights	.12	2.00†	New York State Gas and El. Corp.
Cazenovia	.05s†	.....	Cazenovia El. Co.
Cedarhurst	.14	1.40	Queens Borough Gas and El. Co.
Celoron	.10	.....	Jamestown Ltg. and Pr. Co.
Central Square	.14	.....	North Syracuse Lt. and Pr. Co.
Champlain	.13†	.....	Champlain El. Co.
Chateaugay	.13†	.....	Chasm Power Co.
Chatham	.15	.....	Chatham El. Lt., Ht. and Pr. Co.
Chaumont	.12	.....	Northern New York Utilities, Inc.
Cherry Creek	.08s*	.....	Iroquois Utilities, Inc.
Cherry Valley	.12½	.....	Montgomery El. Lt. and Pr. Co.
Cherry Valley	.....	12.50a	Cherry Valley Gas Co.
Chester	.15	.....	Orange and Rockland El. Co.
Chittenango	.12*	.....	William J. Phillips
Churchville	.12	.....	Village of Churchville
Churchville	.....	.80n	Churchville Oil and Nat. Gas Co.
Clayton	.12	.....	Northern New York Utilities, Inc.
Clayville	.11	.....	Utica Gas and El. Co.
Clifton Springs	.15†	.....	Village of Clifton Springs
Clifton Springs	.....	1.75†	Clifton Springs Sanitarium Co.
Clinton	.15*	.....	Village of Clinton
Clyde	.13	.....	Empire Gas and El. Co.
Cobleskill	.12	.....	Fulton County Gas and El. Co.
Cohocton	.16½	.....	Wayne Power Co.
Cohoes	.07½	2.35s*†	Cohoes Pr. and Lt. Corp.
Cold Brook	.12	.....	Newport El. Lt. and Pr. Co.
Cold Spring	.15s	.....	Cold Spring Lt., Ht. and Pr. Co.
Cooperstown	.15†	.....	Southern New York Pr. Co.
Copenhagen	.12	.....	Deer River Power Co.
Corfu	.12	.....	Genesee Lt. and Pr. Co.
Corfu	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Corinth	.08	.....	Corinth El. Lt. and Pr. Co.
Corning	.12	2.00†‖	Corning Lt. and Pr. Corp.
Corning	.....	.65n	Crystal City Gas Co.
Cornwall	.16	.....	Central Hudson Gas and El. Co.
Cortland	.10	.....	Cortland County Tr. Co.
Cortland	.....	2.50†	New York State Gas and El. Corp.
Coxsackie	.16†	.....	Upper Hudson El. and R.R. Co.
Croghan	.09	.....	Northern New York Utilities, Inc.
Croton-on-Hudson	.15	.....	Northern Westchester Ltg. Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw h.	Rates: Gas per M cu.ft.	Service furnished by
Cuba	.12	.....	Cuba El. Co., Inc.
Cuba	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Dansville	.19†	2.25†	Dansville Gas and El. Co.
Delevan	.12†	.....	Village of Delevan
Delhi	.20†	.....	Delaware County El. Lt. and Pr. Co.
Depew	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Depew	.....	.37n*	Iroquois Nat. Gas Co.
Deposit	.15	.....	Southern New York Pr. Co.
DeRuyter	.....	2.00	De Ruyter Gas Co.
Dexter	.09	.....	Northern New York Utilities, Inc.
Dobbs Ferry	.12	1.50*	Westchester Ltg. Co.
Dolgeville	.11†	.....	Utica Gas and El. Co.
Dryden	.....	12.50a*	Village of Dryden
Dundee	.20	.....	Dundee El. Ltg. Plant
Dunkirk	.08½	.....	City of Dunkirk
Dunkirk	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Earlville	.16†	.....	Earlville El. Lt. Co.
East Aurora	.12½	.....	East Aurora El. Lt. Co.
East Aurora	.....	.37n*	Iroquois Nat. Gas Co.
East Bloomfield	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
East Randolph	.08a*	.....	Iroquois Utilities, Inc.
East Rochester	.08	1.30a*†	Rochester Gas and El. Corp.
East Rockaway	.14	1.40	Queens Borough Gas and El. Co.
East Syracuse	.....	1.50*	Syracuse Suburban Gas Co., Inc
East Syracuse	.08	.....	Syracuse Ltg. Co.
Eastwood	.08	.95*	Syracuse Ltg. Co.
Edwards	.12	.....	Edwards Lt. and Pr. Co.
Elba	.12	.....	Genesee Lt. and Pr. Co.
Elbridge	.10	.....	Jordan El. Lt. and Pr. Co.
Elizabethtown	.15	.....	Elizabethtown El. Plant
Ellenville	.14	.....	Ellenville El. Co.
Ellicottville	.13	.....	Ellicottville El. Lt. Co.
Elmira	.10	.68n†	Elmira Water, Lt. and R.R. Co.
Elmira Heights	.10	.....	Elmira Water, Lt. and R.R. Co.
Elmsford	.12	1.50*	Westchester Ltg. Co.
Endicott	.10†	.....	Binghamton Ry. Co.
Fairport	.....	1.30a*†	Rochester Gas and El. Corp.
Fairport	.08	.....	Fairport Municipal Plant
Falconer	.....	.37n*	Pennsylvania Gas Co.
Falconer	.10	.....	Jamestown Ltg. and Pr. Co.
Farmingdale	.15	1.75	Long Island Ltg. Co.
Farnham	.08	.....	Niagara and Erie Pr. Co.
Farnham	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Fayetteville	.08	.....	Syracuse Ltg. Co.
Fishkill	.15	.....	Southern Dutchess Gas and El. Co.
Fleischmanns	.....	25.00a	Catskill Mountain Gas Co.
Floral Park	.12	.....	Nassau Lt. and Pr. Co.
Floral Park	.....	2.25a*	Public Service Corp., Long Island
Florida	.15	.....	Orange and Rockland El. Co.
Fonda	.10	.....	Cayadutta Generating Co.
Forestville	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Fort Ann	.10†	.....	Kanes Falls El. Co.
Fort Covington	.12	.....	Fort Covington Lt., Ht. and Pr. Co.
Fort Edward	.10	2.85†	United Gas, El. Lt. and Fuel Co., Sandy Hill and Fort Edward
Fort Johnson	.10	.....	Adirondack Pr. and Lt. Corp.
Fort Plain	.10	2.00	Fort Plain Gas and El. Lt., Ht. and Pr. Co.
Frankfort	.07	.....	Village of Frankfort
Frankfort	.....	1.50†	Utica Gas and El. Co.
Franklin	.15	.....	Delaware and Otsego Lt. and Pr. Co.
Franklinville	.11†	.....	Olean El. Lt. and Pr. Co.
Fredonia	.08	.....	Niagara and Erie Pr. Co.
Fredonia	.....	.32n*	Frost Gas Co.
Freeport	.10	.....	Village of Freeport
Freeport	.....	2.25a*†	Nassau and Suffolk Ltg. Co.
Friendship	.....	.52n†	Producers Gas Co.
Fulton	.....	2.50a*†	Fulton Fuel and Lt. Co.
Fulton	.08	.....	Oswego River Pr. Trans. Co.
Fulton	.11	.....	Fulton Lt., Ht. and Pr. Co.
Fultonville	.10	.....	Cayadutta Generating Co.
Gainesville	.15	.....	Warsaw Gas and El. Co.
Geneseo	.15†	2.80*	Geneseo Gas Lt. Co.
Geneva	.13	1.50	Empire Gas and El. Co.
Glen Cove	.12†	.....	Nassau Lt. and Pr. Co.
Glen Cove	.12†	.....	Glen Cove Lt. and Pr. Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw.h.	Rates: Gas per M cu.ft.	Service furnished by
Glen Cove	.....	2.09s*†	Sea Cliff and Glen Cove Gas Co.
Glen Park	.09	.....	Northern New York Utilities, Inc.
Glens Falls	.10	2.60†	Glens Falls Gas and El. Lt. Co.
Glens Falls	.10	.....	Adirondack Pr. and Lt. Corp.
Gloversville	.09	1.50s*†	Fulton County Gas and El. Co.
Goshen	.....	2.00	Goshen Illuminating Co.
Goshen	.15	.....	Orange and Rockland El. Co.
Gouverneur	.12	.....	St. Lawrence Trans. Co.
Gowanda	.08s*	.....	Iroquois Utilities, Inc.
Gowanda	.....	.32n*	Gowanda Nat. Gas Co.
Granville	.15	2.50s*†	Granville El. and Gas Co.
Great Neck Estates	.....	2.25s*†	Public Service Corp., Long Island
Great Neck Estates	.12	.....	Nassau Lt. and Pr. Co.
Greene	.15†	.....	Village of Greene
Green Island	.08	.....	Village of Green Island
Green Island	.....	1.50*†	Municipal Gas Co., Albany
Green Island	.11	.....	Adirondack Pr. and Lt. Corp.
Greenport	.14†	.....	Village of Greenport
Greenwich	.10s*	.....	Consolidated El. Co.
Groton	.10	.....	Ovid El. Co.
Hagaman	.10	.....	Adirondack Pr. and Lt. Corp.
Hamburg	.....	.37n*	Iroquois Nat. Gas Co.
Hamburg	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Hamilton	.16†	.....	Village of Hamilton
Hammond	.14	.....	Hammond Lt. and Pr. Co.
Hammondsport	.15†	.....	Hammondsport El. Lt. Co.
Hancock	.15	.....	Southern New York Pr. Co.
Hannibal	.12	.....	Oswego River Pr. Trans. Co.
Harrisville	.12†	.....	Harrisville El. Lt. and Pr. Co.
Hastings	.12	1.50*	Westchester Ltg. Co.
Haverstraw	.....	2.50†	West Shore Gas Co.
Haverstraw	.15	.....	Rockland Lt. and Pr. Co.
Hempstead	.12	.....	Nassau Lt. and Pr. Co.
Hempstead	.....	2 25s†	Nassau and Suffolk Ltg. Co.
Henderson	.17	.....	Lake Shore El. Co.
Herkimer	.08½	.....	Village of Herkimer
Herkimer	.....	1.50s*†	Utica Gas and El. Co.
Hermon	.12	.....	Hermon El. Lt. Co.
Heuvelton	.11	.....	St. Lawrence Trans. Co.
Highland Falls	.15	.....	Orange and Rockland El. Co.
Hillburn	.15	.....	Rockland Lt. and Pr. Co.
Hobart	.20†	.....	West Branch Lt. and Pr. Co.
Holcomb	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Holland Patent	.11	.....	Utica Gas and El. Co.
Holley	.10	.....	Village of Holley
Homer	.10	.....	Cortland County Tr. Co.
Homer	.....	2.50†	New York State Gas and El. Corp.
Honeoye Falls	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Honeoye Falls	.15	.....	Lima–Honeoye El. Lt. and R.R. Co.
Hoosick Falls	.15	.....	Twin State Gas and El. Co.
Hornell	.16½	.....	Hornell El. Co.
Hornell	.....	.48n†	Hornell Gas Lt. Co.
Horseheads	.10	.....	Elmira Water, Lt. and R.R. Co.
Hudson	.12s*†	1.50s*	Albany Southern R.R. Co.
Hudson Falls	.10	2.85†	United Gas, El. Lt. and Fuel Co., Sandy Hill and Fort Edward
Hunter	.21†	.....	Upper Hudson El. and R.R. Co.
Ilion	.07½	.....	Village of Ilion
Ilion	.11†	1.50s*†	Utica Gas and El. Co.
Interlaken	.15	.....	Ovid El. Co.
Irvington	.12	1.50*	Westchester Ltg. Co.
Ithaca	.12	2.00†	New York State Gas and El. Corp.
Jamestown	.07½†	.....	Jamestown Ltg. and Pr. Co.
Jamestown	.07½†	.....	City of Jamestown
Jamestown	.....	.37n*	Pennsylvania Gas Co.
Johnson City	.15	.....	Binghamton Lt., Ht. and Pr. Co.
Johnson City	.....	1.55†	Binghamton Gas Works
Johnstown	.09	1.50s*†	Fulton County Gas and El. Co.
Jordan	.10	.....	Jordan El. Lt. and Pr. Co.
Keeseville	.12½†	.....	Northern Adirondack Pr. Co.
Kenmore	.08	.....	Buffalo General El. Co.
Kenmore	.....	1.20*†	Village of Kenmore
Kinderhook	.12s*†	.....	Albany Southern R.R. Co.
Kingston	.11	1.15	Kingston Gas and El. Co.
Lackawanna	.08	.....	Buffalo General El. Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw.h.	Rates: Gas per M cu.ft.	Service furnished by
Lackawanna	.....	.37n*	Iroquois Nat. Gas Co.
Lacona	.....	.75n	Sandy Creek Oil and Gas Co., Ltd.
Lacona	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Lake George	.12½	.....	Adirondack Pr. and Lt. Corp.
Lake Placid	.10	.....	Village of Lake Placid
Lakewood	.12	.....	Western New York El. Co.
Lancaster	.09	.37n	Depew and Lancaster Lt., Pr. and Con. Co.
Lancaster	.....	.37n*	Iroquois Nat. Gas Co.
Larchmont	.12	1.35*	Westchester Ltg. Co.
LaSalle	.12	.....	Niagara Falls Gas and El. Lt. Co.
LaSalle	.06	.....	LaSalle El. Corp.
Laurens	.15†	.....	Southern New York Pr. Co.
Lawrence	.14	1.40	Queens Borough Gas and El. Co.
Leicester	.....	.40n	Pavilion Nat. Gas Co.
LeRoy	.12†	.....	LeRoy Hydraulic El. Gas Co.
LeRoy	.....	.40n	Pavilion Nat. Gas Co.
Lewiston	.10	.....	Lewiston and Lake Ontario Shore Pr. Co.
Liberty	.15	.....	Liberty Lt. and Pr. Co.
Lima	.....	.35n*	Republic Lt., Ht. and Pr. Co., Inc.
Lima	.15	.....	Lima-Honeoye El. Lt. and R.R. Co.
Little Falls	.11†	1.50*†	Utica Gas and El. Co.
Little Valley	.10	.....	Village of Little Valley
Little Valley	.....	.37n*	Iroquois Nat. Gas Co.
Liverpool	.08	.....	Syracuse Ltg. Co.
Livonia	.15	.....	Livonia Lt. and Ht. Co.
Lockport	.05s*	1.60†	Lockport Lt., Ht. and Pr. Co.
Long Beach	.....	2.00s*	Long Beach Gas Co., Inc.
Long Beach	.25	.....	Long Beach Pr. Co.
Lowville	.09	.....	Northern New York Utilities, Inc.
Lynbrook	.14	1.40	Queens Borough Gas and El. Co.
Lyndonville	.10	.....	Western New York Utilities Co., Inc.
Lyons	.13	1.05s*	Empire Gas and El. Co.
Lyons Falls	.10s*	.....	G. H. P. Gould
Macedon	.12	.....	Village of Macedon
Madison	.15†	.....	Solsville El. Lt. and Pr. Co., Inc.
Malone	.10†	2.20†	Malone Lt. and Pr. Co.
Mamaroneck	.12	1.50*	Westchester Ltg. Co.
Manchester	.10	.....	Rochester Gas and El. Corp.
Manlius	.12*	.....	William J. Phillips
Mannsville	.17	.....	Adams El. Lt. Co.
Marathon	.11†	.....	Village of Marathon
Marcellus	.10	.....	Marcellus Ltg. Co., Inc.
Margaretville	.....	2.50g*	Margaretville Gas Lt. Co.
Marlboro	.16	.....	Central Hudson Gas and El. Co.
Massena	.10	.....	Massena El. Lt. and Pr. Co.
Mayfield	.12†	.....	Broadalbin El. Lt. and Pr. Co.
Mayville	.10*	.....	Village of Mayville
Mayville	.....	.55n*	Republic Lt., Ht. and Pr. Co., Inc.
McGrawville	.10	.....	Cortland County Tr. Co.
Mechanicville	.13½	1.50s*†	Halfmoon Lt., Ht. and Pr. Co.
Medina	.10	.....	Western New York Utilities Co., Inc.
Mexico	.12	.....	Mexico El. Co.
Middleburgh	.15*	.....	Middleburgh and S. El. Lt., Ht. and Pr. Co.
Middleport	.09	.....	Middleport Gas and El. Lt. Co.
Middleport	.10	.....	Western New York Utilities Co., Inc.
Middletown	.13†	2.00†	Orange County Public Service Corp.
Middleville	.12	.....	Middleville El. Lt. Co.
Milford	.15†	.....	Southern New York Pr. Co.
Millbrook	.....	15.00a*	Millbrook Gas and El. Co.
Millbrook	.20	.....	Central Hudson Gas and El. Co.
Millerton	.15	.....	Millerton El. Lt. Co.
Mineola	.12	.....	Nassau Lt. and Pr. Co.
Mineola	.....	2.25s*†	Nassau and Suffolk Ltg. Co.
Minoa	.08	.....	Syracuse Ltg. Co.
Mohawk	.10	.....	Village of Mohawk
Mohawk	.....	1.50s*†	Utica Gas and El. Co.
Monroe	.15	.....	Orange and Rockland El. Co.
Montgomery	.16	.....	Central Hudson Gas and El. Co.
Monticello	.15	.....	Murray El. Lt. and Pr. Co.
Montour Falls	.10	.....	Elmira Water, Lt. & R.R. Co.
Montour Falls	.....	1.00n	Consumers Nat. Gas Co.
Mooers	.10	.....	Mooers El. Lt. Co.
Moravia	.15	.....	Moravia El. Lt., Ht. and Pr. Co.
Morris	.16	.....	Morris Lt. and Pr. Corp.
Morristown	.12	.....	Gregory El. Co., Inc.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Morrisville	.15†	.....	M. B. Lt. and Pr. Co.
Mount Kisco	.15	.....	Westchester Ltg. Co.
Mount Morris	.12	.....	Mount Morris Illg. Co.
Mount Morris	.....	.40n	Pavilion Nat. Gas Co.
Mount Vernon	.12	1.25*	Westchester Ltg. Company
Naples	.....	1.00n	Granby & Hemenway Gas Co., Inc.
Naples	.16½	.....	Wayne Power Co.
Nassau	.12s*†	.....	Albany Southern R.R. Co.
Nelliston	.10	.....	Fulton County Gas and El. Co.
Nelsonville	.15s	.....	Cold Spring Lt., Ht. and Pr. Co.
Newark	.13	1.50	Empire Gas and El. Co.
Newark Valley	.15	.....	Village of Newark Valley
New Berlin	.20†	.....	New Berlin Lt. and Pr. Co.
Newburgh	.13	1.90†	Central Hudson Gas and El. Co.
New Hartford	.11	1.50†	Utica Gas and El. Co.
New Paltz	.16	.....	Electric Lt. Co., New Paltz
Newport	.12	.....	Newport El. Lt. and Pr. Co.
New Rochelle	.12	1.35*	Westchester Ltg. Co.
Niagara Falls	.06	.....	Niagara El. Service Corp.
Niagara Falls	.....	1.90*	Niagara Falls Gas and El. Lt. Co.
Nichols	.....	20.00a†	Nichols Gas Co.
North Collins	.08	.....	Niagara and Erie Pr. Co.
North Collins	.....	.32n*	North Collins Fuel and Supply Co.
North Pelham	.12	1.25*	Westchester Ltg. Co.
Northport	.15	.....	Long Island Ltg. Co.
North Tarrytown	.12	1.50*	Westchester Ltg. Co.
North Tonawanda	.10	.....	Tonawanda Pr. Co.
North Tonawanda	.....	1.20	Republic Lt., Ht. and Pr. Co., Inc.
Northville	.12†	.....	Broadalbin El. Lt. and Pr. Co.
Norwich	.17	2.25†	New York State Gas and El. Corp.
Norwood	.12†	.....	Norwood El. Lt. and Pr. Co.
Nunda	.14	.....	Nunda El. Lt. Co., Inc.
Nyack	.15	2.00*†	Rockland Lt. and Pr. Co.
Oakfield	.12	.....	Genesee Lt. and Pr. Co.
Odessa	.10	.....	Elmira Water, Lt. and R.R. Co.
Ogdensburg	.10	.....	Ogdensburg Pr. and Lt. Co.
Ogdensburg	.....	2.25†	Ogdensburg Gas Co.
Old Forge	.18†	.....	Fulton Chain El. Co.
Olean	.10½†	.....	Olean El. Lt. and Pr. Co.
Olean	.....	.52n†	Producers Gas Co.
Olean	.....	.37n*	Iroquois Nat. Gas Co.
Olean	.....	.67n†	Keystone Gas Co.
Oneida	.14	2.25s†	Adirondack Pr. and Lt. Corp.
Oneida	.10†	.....	Kenwood El. Lt. Co.
Oneida Castle	.14	.....	Adirondack Pr. and Lt. Corp.
Oneonta	.14	2.25†	New York State Gas and El. Corp.
Oriskany	.11	.....	Utica Gas and El. Co.
Oriskany Falls	.10	.....	E. S. Hamblin Co.
Ossining	.15	1.65*	Northern Westchester Ltg. Co.
Oswego	.09s*†	1.90s*†	Peoples Gas and El. Co., Oswego
Otego	.15	.....	Delaware and Otsego Lt. and Pr. Co.
Ovid	.15	.....	Ovid El. Co.
Owego	.15	.....	Owego Lt. and Pr. Co.
Owego	.....	1.50s*†	Owego Gas Lt. Co.
Oxford	.17	.....	New York State Gas and El. Corp.
Painted Post	.12	.....	Corning Lt. and Pr. Co.
Palatine Bridge	.10	.....	Montgomery El. Lt. and Pr. Co.
Palmyra	.13	1.05s*	Empire Gas and El. Co.
Panama	.10	.....	Panama Pr. Co.
Parish	.12	.....	Mexico El. Co.
Patchogue	.....	1.90s*†	Patchogue Gas Co.
Patchogue	.15	.....	Patchogue El. Lt. Co.
Pawling	.15s	.....	Ralph A. Griffing
Peekskill	.15	1.70*	Peekskill Ltg. and R.R. Co.
Pelham	.12	1.25*	Westchester Ltg. Co.
Pelham Manor	.12	1.25*	Westchester Ltg. Co.
Penn Yan	.14†	.....	Village of Penn Yan
Penn Yan	.12	.....	Yates El. Lt. and Pr. Co.
Penn Yan	.....	1.90s†	Penn Yan Gas Lt. Co.
Perry	.....	.40n	Pavilion Nat. Gas Co.
Perry	.15	.....	Perry El. Co.
Phelps	.13	1.50	Empire Gas and El. Co.
Philadelphia	.10	.....	Village of Philadelphia
Philmont	.15	.....	Chatham El. Lt., Ht. and Pr. Co.
Phoenix	.12	.....	Seneca River Pr. Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw.h.	Rates: Gas per M cu.ft.	Service furnished by
Phoenix	.10*	.....	Phoenix Gas and El. Co., Inc.
Piermont	.15	2.00*†	Rockland Lt. and Pr. Co.
Pike	.11s†	.....	Genesee Valley Pr. Co.
Pittsford	.08	1.30s*†	Rochester Gas and El. Corp.
Plandome	.12	.....	Nassau Lt. and Pr. Co.
Plandome	.....	2.25s*†	Public Service Corp., Long Island
Plattsburgh	.15	2.10†	Plattsburgh Gas and El. Co.
Pleasant Valley	.16	.....	Central Hudson Gas and El. Co.
Pleasantville	.15	1.65*	Northern Westchester Ltg. Co.
Poland	.12	.....	Newport El. Lt. and Pr. Co.
Port Byron	.10	.....	Village of Port Byron
Port Chester	.12	1.50*	Westchester Ltg. Co.
Port Dickinson	.15	.....	Binghamton Lt., Ht. and Pr. Co.
Port Henry	.15	.....	Port Henry Lt., Ht. and Pr. Co.
Port Jervis	.13†	2.00†	Orange County Public Service Corp.
Port Leyden	.15s†	.....	Port Leyden El. Lt. and Pr. Co.
Portville	.....	.52n†	Producers Gas Co.
Portville	.15	.....	Portville Utility Co., Inc.
Potsdam	.10	.....	Potsdam El. Lt. and Pr. Co.
Poughkeepsie	.13	1.90†	Central Hudson Gas and El. Co.
Prospect	.11	.....	Utica Gas and El. Co.
Pulaski	.....	.77n	Pulaski Gas and Oil Co., Ltd.
Pulaski	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Randolph	.08s*	.....	Iroquois Utilities, Inc.
Ravena	.12	.....	Atlantic Lt. and Pr. Co.
Ravena	.12	.....	Upper Hudson El. and R.R. Co.
Red Creek	.15	.....	Northern Wayne El. Lt. and Pr. Co.
Red Hook	.20	.....	Red Hook Lt. and Pr. Co.
Rensselaer	.12s*†	1.50s*†	Albany Southern R.R. Co.
Rensselaer Falls	.10	.....	Rensselaer Falls El. Lt. and Pr. Co.
Rhinebeck	.20	.....	Dutchess Lt., Ht. and Pr. Co.
Richburg	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Richburg	.....	.35n*	L. Hardman & Sons Gas Co.
Richburg	.....	.25n*	L. A. Hardman
Richfield Springs	.15†	.....	Southern New York Pr. Co.
Richmondville	.15	.....	Richmondville Lt. and Pr. Co.
Richville	.11	.....	St. Lawrence Trans. Co.
Rochester	.08	1.30s*†	Rochester Gas and El. Corp.
Rockville Center	.10†	.....	Village of Rockville Center
Rockville Center	.....	2.25s*†	Nassau and Suffolk Ltg. Co.
Rome	.12	1.60s*†	Rome Gas, El. Lt. and Pr. Co.
Rosendale	.15*	.....	Rondout Power Co.
Rouses Point	.20†	.....	Village of Rouses Point
Rushville	.....	.50n*	Rushville Mining and Gas Co.
Rye	.12	1.50*	Westchester Ltg. Co.
Sackets Harbor	.09	.....	Northern New York Utilities, Inc.
Sag Harbor	.....	2.00	Long Island Gas Corp.
Sag Harbor	.14	.....	Sag Harbor El. Lt. and Pr. Co.
St. Johnsville	.10†	.....	Adirondack Pr. and Lt. Corp.
Salamanca	.08†	.....	City of Salamanca
Salamanca	.....	.37n*	Iroquois Nat. Gas Co.
Salem	.15	.....	Salem Lt., Ht. and Pr. Co.
Sandy Creek	.....	.75n	Sandy Creek Oil and Gas Co., Ltd.
Sandy Creek	.10	.....	Niagara, Lockport and Ontario Pr. Co.
Sands Point	.12	.....	Nassau Lt. and Pr. Co.
Saranac Lake	.....	3.15s†	Mountain Gas Co., Inc.
Saranac Lake	.12½	.....	Paul Smith's El. and Pr. and R.R. Co.
Saratoga Springs	.10	1.70	Adirondack Pr. and Lt. Corp.
Saugerties	.12½	.....	Ulster El. Lt., Ht. and Pr. Co.
Saugerties	.....	2.10†	Saugerties Gas Lt. Co.
Savannah	.10	.....	Village of Savannah
Scarsdale	.12	1.50*	Westchester Ltg. Co.
Schaghticoke	.12	.....	Adirondack Pr. and Lt. Corp.
Schenectady	.10	1.60†	Adirondack Pr. and Lt. Corp.
Schenevus	.25†	.....	Great Bear Lt. and Pr. Co.
Schoharie	.15*	.....	Middleburgh and Schoharie El. Lt., Ht. and Pr. Co.
Schuylerville	.10s*	.....	Consolidated El. Co.
Scotia	.10	1.60†	Adirondack Pr. and Lt. Corp.
Scottsville	.....	.55ns*	Tri-County Nat. Gas Co.
Scottsville	.15	.....	Scottsville El. Lt. and Gas Co.
Sea Cliff	.12	.....	Nassau Lt. and Pr. Co.
Sea Cliff	.....	2.09s*†	Sea Cliff and Glen Cove Gas Co.

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LIGHTING RATES for electricity and gas (*continued*)

Municipality	Rates: Electricity per kw.h.	Rates: Gas per M cu.ft.	Service furnished by
Seneca Falls	.13	1.50	Empire Gas and El. Co.
Sharon Springs	.12½	.....	Montgomery El. Lt. and Pr. Co.
Sherburne	.17†	.....	Village of Sherburne
Sherman	.13	.....	Sherman El. Lt. Co.
Shoreham	.15	.....	Long Island Ltg. Co.
Shortsville	.....	15.00a	Shortsville Acetylene Gas Plant
Shortsville	.10	.....	Rochester Gas and El. Corp.
Sidney	.16†	.....	Standard Lt., Ht. and Pr. Co.
Silver Creek	.09	.....	Silver Creek El. Co.
Silver Creek	.....	.30n*	Republic Lt., Ht. and Pr. Co., Inc.
Silver Springs	.09s*	.....	Village of Silver Springs
Sinclairville	.15*	.....	William Huntington
Skaneateles	.12	.....	Village of Skaneateles
Sloan	.09	.....	Depew and Lancaster Lt., Pr. and Con. Co.
Solvay	.10	.....	Village of Solvay
Solvay	.....	.95*	Syracuse Ltg. Co.
Southampton	.....	2.00	Long Island Gas Corp.
Southampton	.20	.....	Suffolk Lt., Ht. and Pr. Co.
South Dayton	.08s*	.....	Iroquois Utilities, Inc.
South Glens Falls	.10	2.85†	United Gas, El. Lt. and Fuel Co., Sandy Hill and Fort Edward
South Nyack	.15	2.00*†	Rockland Lt. and Pr. Co.
Spencer	.21†	.....	Seely El. Co.
Spencerport	.12	15.00a*	Village of Spencerport
Spring Valley	.15	.....	Rockland Lt. and Pr. Co.
Springville	.09†	.....	Village of Springville
Springville	.....	.37n*	Iroquois Nat. Gas Co.
Stamford	.20†	.....	West Branch Lt. and Pr. Co.
Stillwater	.13½	.....	Halfmoon Lt., Ht. and Pr. Co.
Suffern	.....	2.00	Suffern Gas Co.
Suffern	.15	.....	Rockland Lt. and Pr. Co.
Syracuse	.08	.95*	Syracuse Ltg. Co.
Tannersville	.21†	.....	Upper Hudson El. and R. R. Co.
Tarrytown	.12	1.50*	Westchester Ltg. Co.
Theresa	.12	.....	Village of Theresa
Theresa	.06*	.....	Theresa El. Lt. Co.
Ticonderoga	.10	.....	Ticonderoga El. Lt. and Pr. Co.
Tivoli	.20	.....	Red Hook Lt. and Pr. Co.
Tonawanda	.10	.....	Tonawanda Pr. Co.
Tonawanda	.....	1.20	Republic Lt., Ht. and Pr. Co., Inc.
Trenton	.11	.....	Utica Gas and El. Co.
Troy	.09	1.50*†	Troy Gas Co.
Trumansburg	.15	.....	Ovid El. Co.
Tuckahoe	.12	1.50*	Westchester Ltg. Co.
Tully	.20†	.....	Village of Tully
Tupper Lake	.10	.....	Village of Tupper Lake
Turin	.10s*	.....	G. H. P. Gould
Unadilla	.16†	.....	Standard Lt., Ht. and Pr. Co.
Union	.10†	.....	Village of Union
Unionville	.15	.....	Ralph Y. Matthews
Union Springs	.....	20.00a	Union Springs Gas Co.
Union Springs	.12s*	.....	Union Springs Lt. and Pr. Co.
Upper Nyack	.15	2.00*†	Rockland Lt. and Pr. Co.
Utica	.11	1.50†	Utica Gas and El. Co.
Valatie	.12s*	.....	Albany Southern R.R. Co.
Valley Falls	.12	.....	Adirondack Pr. and Lt. Corp.
Van Etten	.21†	.....	Seely El. Co.
Vernon	.14	.....	Adirondack Pr. and Lt. Corp.
Vernon	.15	.....	Tyler Lt. and Pr. Co., Inc.
Victor	.10	.....	Rochester Gas and El. Corp.
Victory Mills	.10s*	.....	Consolidated El. Co.
Voorheesville	.08	.....	Municipal Gas Co., Albany
Walden	.12	.....	Wallkill Valley El. Lt. and Pr. Co.
Walton	.15†	.....	Southern New York Pr. Co.
Wampsville	.14	.....	Adirondack Pr. and Lt. Corp.
Wappingers Falls	.15	.....	Dutchess Bleachery, Inc.
Warsaw	.15	.....	Warsaw Gas and El. Co.
Warsaw	.....	.40n	Pavilion Nat. Gas Co.
Warwick	.15	.....	Orange and Rockland El. Co.
Washingtonville	.15	.....	Orange and Rockland El. Co.
Waterford	.09	1.50*†	Troy Gas Co.
Waterloo	.13	1.50	Empire Gas and El. Co.
Watertown	.09	2.17†	Northern New York Utilities, Inc.
Waterville	.16†	2.25	Waterville Gas and El. Co.
Watervliet	.10	.....	Adirondack Pr. and Lt. Corp.

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LIGHTING RATES for electricity and gas (*concluded*)

Municipality	Rates		Service furnished by
	Electricity per kw.h.	Gas per M cu.ft.	
Watervliet	.....	1.50*†	Municipal Gas Co., Albany
Watkins	.12	.....	Village of Watkins
Watkins	.....	1.60	Watkins Illg. and Pr. Co.
Watkins	.....	1.00n	Consumers Nat. Gas Co.
Waverly	.15	.....	Sayre El. Co.
Waverly	.....	1.65s*†	Gas Light Co., Waverly
Wayland	.16†	.....	Wayland Lt. and Pr. Co., Inc.
Webster	.13†	.....	Sodus Gas and El. Lt. Co.
Weedsport	.10	.....	Empire Gas and El. Co.
Wellsburg	.10	.....	Elmira Water, Lt. and R.R. Co.
Wellsville	.....	.48n*†	Empire Gas and Fuel Co., Ltd.
Wellsville	.11	.....	Village of Wellsville
West Carthage	.09	.....	Northern New York Utilities, Inc.
West Carthage	.12	.....	Deer River Pr. Co.
Westfield	.12†	.....	Village of Westfield
Westfield	.....	.40n*	Republic Lt., Ht. and Pr. Co., Inc.
West Haverstraw	.....	2.50†	West Shore Gas Co.
West Haverstraw	.15	.....	Rockland Lt. and Pr. Co.
Westport	.12†	.....	Wadhams and Westport El. Lt. and Pr. Co.
West Winfield	.20	.....	West Winfield El. Co.
Whitehall	.15	.....	Consolidated Lt. and Pr. Co., Whitehall
White Plains	.12	1.50*	Westchester Ltg. Co.
Whitesboro	.11	1.50†	Utica Gas and El. Co.
Whitney Point	.12	.....	Union El. Co.
Williamsville	.....	.60n*	Williamsville Nat. Gas Co.
Williamsville	.08	.....	Buffalo General El. Co.
Wilson	.12	.....	Bryant Pr. Co., Inc.
Windsor	.15	.....	Afton-Windsor Lt., Ht. and Pr. Co., Inc.
Windsor	.....	2.00g*	Wright & Bennett
Wolcott	.15	.....	Northern Wayne El. Lt. and Pr. Co.
Woodsburgh	.14	1.40	Queens Borough Gas and El. Co.
Yonkers	.....	1.25*	Westchester Ltg. Co.
Yonkers	.12	.....	Yonkers El. Lt. and Pr. Co.
Yorkville	.11	1.50†	Utica Gas and El. Co.
Youngstown	.10	.....	Lewiston and Lake Ontario Shore Pr. Co.

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APPENDIX G

Monthly Rates for General Telephone Service.

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APPENDIX G

Monthly rates for general telephone service applying in cities and incorporated villages by corporations under the jurisdiction of this Commission, in effect as of December 31, 1920, or filed to become effective subsequent thereto.

The figures following the name of the exchange denote the name of the telephone corporation which serves such exchange as shown in list following this statement.

"B" denotes Business. "R" denotes Residence. * denotes no change in rates during 1920; in all other cases some or all rates have been changed.

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Adams (6)	B–2.50	2.25	.....	.....
	R–2.00	1.75	.....	.....
Akron (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Albany (47)	B–8.50	6.75	.....	.....
	R–4.25	3.75	3.00	.....
Albion (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Alden (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Alexander (47)	B–....	.....	.....	3.00
	R–....	.....	.....	2.25
Alexander * (20)	B–....	.....	.....	1.83
	R–....	.....	.....	1.50
Alexandria Bay * (73)	B–3.00	.....	2.50	.....
	R–2.25	.....	1.75	.....
Allegany (47)	B–6.00	5.00	.....	.....
	R–3.50	3.00	2.50	.....
Allegany * (78)	B–2.50	2.00	1.67	.....
	R–2.00	1.67	1.33	.....
Altamont (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Altmar (6)	B–....	.....	.....	2.00
	R–....	.....	.....	1.75
Amityville (47)	B–4.00	.....	3.25	.....
	R–3.00	.....	2.25	.....
Amsterdam (47)	B–6.75	5.50	.....	.....
	R–3.50	3.00	2.50	.....
Andes * (22)	B–2.75	.....	.....	2.25
	R–2.25	.....	.....	1.75
Angelica (2)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Angola (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Arcade (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Arcade (25)	B–2.33	.....	.....	1.83
	R–2.33	.....	.....	1.67
Ardsley (47)	B–6.00	5.00	.....	.....
	R–3.50	3.00	2.50	.....
Argyle (47)	B–....	.....	.....	3.50
	R–....	.....	.....	2.75
Arkport (47)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Athens * (18)	B–2.25	2.00	.....	.....
	R–1.83	.....	1.50	1.33
Athens (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Attica (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Auburn (47)	B–6.75	5.50	.....	.....
	R–3.75	3.25	2.75	.....
Aurora (12)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Avoca (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Avon (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Babylon (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Bainbridge (77)	B–2.50	.....	2.00	.....
	R–2.25	.....	1.50	.....
Baldwinsville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Ballston Spa (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Barker (47)	B–3.25	.....	2.00	.....
	R–2.50	.....	1.50	.....
Batavia (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Bath (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Beacon (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Belleville (6)	B–....	.....	.....	2.00
	R–....	.....	.....	1.75
Bellport (47)	B–4.00	.....	3.00	.....
	R–3.00	.....	2.00	.....
Belmont (2)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Bergen * (47)	B & R–2.00	.....	.....	1.00
Bergen * (64)	B–2.00	.....	.....	1.00
	R–1.50	.....	.....	1.00
Bemus Point * (34)	B–....	.....	.....	3.33
	R–....	.....	.....	2.22
Binghamton (47)	B–7.50	6.00	.....	.....
	R–4.00	3.50	3.00	.....
Black River (49)	B–3.75	.....	3.00	.....
	R–2.75	.....	2.25	.....
Blasdell (47)	R–5.00	4.00	.....	.....
Bolivar (2)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Boonville (6)	B–2.50	2.25	.....	.....
	R–2.00	1.75	.....	.....
Brewster (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Briarcliff Manor (47)	B–6.00	5.00	.....	.....
	R–3.50	3.00	2.50	.....
Bridgewater (44)	B–....	.....	.....	2.50
	R–....	.....	.....	1.75
Brockport * (47)	B–3.00	2.00	.....	.....
	R–2.00	1.50	1.00	.....
Brockport * (64)	B–1.25	1.00	.....	.....
	R–1.00	.....	.....	.75
Brocton (61)	B–3.75	.....	3.00	.....
	R–2.75	.....	2.25	.....
Bronxville (47)	R–4.00	3.50	3.00	.....
Brownville (47)	B–....	.....	.....	3.50
	R–....	.....	.....	2.75
Buffalo (47)	R–5.00	4.00	.....	.....
Caledonia (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Cambridge (29)	B–3.50	3.25	3.00	2.83
	R–2.75	2.50	2.25	2.25
Camden (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Canajoharie * (28)	B–3.50	2.75	.....	.....
	R–2.25	.....	1.75	.....
Canandaigua * (47)	B–2.00	1.50	1.25	.....
	R–1.50	1.25	1.00	.....
Canandaigua * (64)	B–2.00	1.50	.....	.....
	R–1.50	1.25	1.00	.....
Canaseraga (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Canastota (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Candor * (8)	B–2.00	.....	.....	1.67
	R–1.67	.....	.....	1.25
Canisteo (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Canton (43)	B–3.75	3.25	.....	.....
	R–2.50	.....	2.00	.....
Cape Vincent (9)	B–3.00	.....	.....	2.00
	R–2.50	.....	.....	1.50
Carthage (49)	B–4.25	3.75	3.25	.....
	R–3.25	2.75	2.25	.....
Castile (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Castleton (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Catskill (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Cattaraugus (11)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Cayuga (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Cayuga Heights * (47)	B-4.00	3.50	.....	.....
	R-2.50	2.00	1.50	.....
Casenovia * (13)	B & R-2.92	.....	.....	1.46
Cedarhurst * (47)	B-4.00	3.00	.....	.....
	R-3.00	2.50	.....	.....
Celoron * (34)	B-7.78	6.11	.....	.....
	R-3.61	3.06	2.50	.....
Champlain * (14)	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Chateaugay (43)	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Chatham (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Chaumont (75)	B-3.00	.....	.....	1.75
	R-2.50	.....	.....	1.75
Cherry Creek (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Cherry Valley (55)	B-3.75	.....	3.25	.....
	R-2.50	.....	2.00	.....
Chittenango Falls * (13)	B & R-....	.....	.....	1.46
Churchville * (47)	B-2.00	1.50	.....	.....
	R-1.67	1.25	.....	1.00
Clayton * (73)	B-3.00	.....	2.50	.....
	R-2.25	.....	1.75	.....
Clayville (84)	B-....	.....	.....	3.00
	R-....	.....	.....	2.50
Cleveland (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Clifton Springs * (87)	B-3.50	.....	2.75	.....
	R-2.50	.....	2.00	.....
Clinton (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Clyde (85)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Cobleskill (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Cohocton (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Cohoes (47)	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Cold Brook (46)	B-....	.....	.....	2.75
	R-....	.....	.....	2.00
Cold Spring (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Constableville (6)	B-2.25	2.00	.....	.....
	R-2.00	1.75	.....	.....
Cooperstown (55)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Copenhagen (49)	B-3.75	.....	3.00	.....
	R-2.75	.....	2.25	.....
Corfu * (20)	B-2.50	.....	2.08	.....
	R-2.08	.....	1.83	1.50
Corning (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Cornwall * (19)	B-4.00	3.00	.....	2.08
	R-3.00	2.50	.....	2.08
Cortland (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Coxsackie * (71)	B-3.00	.....	.....	2.50
	R-2.00	.....	.....	1.50
Croghan (6)	B-2.25	2.00	.....	.....
	R-2.00	1.75	.....	.....
Croton-on-Hudson (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Cuba (2)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Dannemora (43)	B-3.25	.....	.....	2.50
	R-2.50	.....	.....	2.00
Dansville (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Delevan (11)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Delevan (25)	B–2.33	.....	.....	1.83
	R–2.33	.....	.....	1.67
Delhi (21)	B–4.00	.....	3.00	.....
	R–2.50	.....	2.00	.....
Depew (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Deposit (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Dexter (75)	B–3.00	.....	.....	1.75
	R–2.50	.....	.....	1.75
Dobbs Ferry (47)	B–6.00	5.00	.....	.....
	R–3.50	3.00	2.50	.....
Dolgeville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Dresden (47)	B–....	.....	.....	3.25
	R–....	.....	.....	2.50
Dryden * (82)	B–....	.....	.....	2.25
	R–....	.....	.....	1.75
Dunkirk (47)	B–6.00	5.00	.....	.....
	R–3.50	3.00	2.50	.....
Earlville * (24)	B–2.00	.....	.....	1.75
	R–1.75	.....	.....	1.50
East Aurora (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
East Bloomfield (52)	B–3.75	.....	.....	2.75
	R–3.25	.....	.....	2.25
East Randolph * (34)	B–....	.....	.....	3.33
	R–....	.....	.....	2.22
East Rochester (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
East Syracuse (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Eastwood (47)	B–9.50	7.50	.....	.....
	R–4.25	3.50	.....	.....
Elba (47)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Elbridge (47)	B–....	.....	.....	3.00
	R–....	.....	.....	2.25
Elizabethtown (43)	B–3.25	.....	2.50	.....
	R–2.50	.....	2.00	.....
Ellenville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Ellicottville (11)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Ellisburg (6)	B–....	.....	.....	2.00
	R–....	.....	.....	1.75
Elmira (47)	B–6.75	5.50	.....	.....
	R–3.75	3.25	2.75	.....
Elmira Heights (47)	B–6.75	5.50	.....	.....
	R–3.75	3.25	2.75	.....
Elmsford (47)	R–3.75	3.25	2.75	.....
Endicott (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Fabius (47)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Fair Haven (47)	B–....	.....	.....	3.25
	R–....	.....	.....	2.50
Fairport (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Falconer * (34)	B–7.78	6.11	.....	.....
	R–3.61	3.06	2.50	.....
Farmingdale (47)	B–4.00	.....	3.25	.....
	R–3.00	.....	2.25	.....
Farnham (47)	B–....	.....	.....	3.00
	R–....	.....	.....	2.25
Fayetteville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Fleischmanns (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Floral Park (47)	B–4.00	.....	3.25	.....
	R–3.00	.....	2.25	.....
Fonda * (28)	B–3.00	2.50	.....	.....
	R–2.00	.....	1.50	.....
Forestport (6)	B–2.25	.....	1.50	.....
	R–1.75	.....	1.25	.....

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MONTHLY RATES for general telephone service (conti

Municipality		Lines: Individual	Lines: Two-party
		Dollars	*Dollars*
Forestville (47)	B	4.00	.....
	R	2.75	.....
Fort Ann * (29)	B	3.25	3.00
	R	2.50	2.25
Fort Covington (43)	B	3.25	.....
	R	2.50	.....
Fort Edward (47)	B	6.75	5.50
	R	3.75	3.25
Fort Johnson (47)	B	.....	.....
	R	.....	.....
Fort Plain * (28)	B	3.50	2.75
	R	2.25	.....
Frankfort (47)	B	6.00	5.00
	R	3.50	3.00
Franklinville (11)	B	4.00	.....
	R	2.75	.....
Fredonia (23)	B	5.50	4.50
	R	3.25	2.75
Freeport (47)	B	5.25	4.25
	R	3.50	3.00
Friendship (27)	B	4.00	.....
	R	2.75	.....
Fulton (54)	B	4.75	3.75
	R	3.00	2.50
Fultonville * (28)	B	3.00	2.50
	R	2.00	.....
Gainesville (47)	B	.....	.....
	R	.....	.....
Geneseo (47)	B	4.00	.....
	R	2.75	.....
Geneva (47)	B	5.25	4.25
	R	3.00	.....
Glen Cove (47)	B	5.25	4.25
	R	3.50	3.00
Glen Park (47)	B	.....	.....
	R	.....	.....
Glens Falls (47)	B	6.75	5.50
	R	3.75	3.25
Gloversville * (28)	B	4.50	4.00
	R	2.75	2.25
Goshen (47)	B	4.00	.....
	R	2.75	.....
Gouverneur (43)	B	3.75	3.25
	R	2.50	.....
Gowanda (47)	B	4.00	.....
	R	2.75	.....
Granville (29)	B	4.00	3.25
	R	2.75	2.50
Great Neck Estates (47)	B	4.50	.....
	R	3.00	.....
Greene (16)	B	2.29	.....
	R	1.98	.....
Green Island (47)	B	8.50	6.75
	R	4.25	3.75
Greenport (47) (Suffolk county)	B	4.00	.....
	R	3.00	.....
Greenwich (47)	B	4.50	.....
	R	3.00	.....
Groton (26)	B	4.00	3.2
	R	3.00	2.7
Groton (47)	B	4.00	.....
	R	2.75	.....
Hagaman (47)	B	.....	.....
	R	.....	.....
Hamburg (47)	B	4.00	.....
	R	2.75	.....
Hamilton (47)	B	4.00	.....
	R	2.75	.....
Harriman (31)	B	.....	.....
	R	.....	.....
Harrisville (49)	B	3.75	.....
	R	2.75	.....
Hastings-on-Hudson (47)	B	5.25	4.
	R	3.00	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Haverstraw (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Hempstead (47)	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Henderson (6)	B-2.25	2.00	.....	.....
	R-2.00	1.75	.....	.....
Herkimer (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Hermon (30)	B-1.50	.....	.....	.....
	R-1.25	.....	.....	.....
Heuvelton (43)	B-3.25	.....	.....	2.50
	R-2.50	.....	.....	2.00
Highland Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Hillburn (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Hilton * (32)	B-2.75	.....	.....	.....
	R-2.00	.....	.....	1.50
Hobart * (65)	B-2.50	.....	2.00	.....
	R-2.00	.....	1.50	.....
Holcomb (52)	B-3.75	.....	.....	2.75
	R-3.25	.....	.....	2.25
Holland Patent (51)	B-3.00	.....	2.50	.....
	R-2.25	.....	1.75	.....
Holley (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Homer (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Honeoye Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Hoosick Falls (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Hornell (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Horseheads (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Hudson * (18)	B-2.25	2.00	.....	.....
	R-1.83	.....	1.50	1.33
Hudson (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Hudson Falls (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Hunter * (10)	B-3.00	2.50	2.00	.....
	R-2.00	1.75	1.50	.....
Ilion (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Interlaken (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Irvington (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Ithaca * (47)	B-4.00	3.50	.....	.....
	R-2.50	2.00	1.50	.....
Jamestown * (34)	B-7.78	6.11	.....	.....
	R-3.61	3.06	2.50	.....
Johnson City (47)	B-7.50	6.00	.....	.....
	R-4.00	3.50	3.00	.....
Johnstown * (28)	B-4.00	3.50	.....	.....
	R-2.75	2.25	1.75	.....
Jordan (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Keeseville * (35)	B-3.00	.....	2.00	2.00
	R-2.00	.....	.....	1.50
Kenmore (47)	R-5.00	4.00	.....	.....
Kinderhook (79)	B-4.00	.....	.....	3.00
	R-3.00	.....	.....	2.00
Kingston (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Lackawanna (47)	R-5.00	4.00	.....	.....
Lacona (6)	B-2.50	2.00	.....	.....
	R-2.00	1.75	.....	.....
Lake George (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Lake Placid (43)	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....

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MONTHLY RATES for general telephone service (c

Municipality		L	
		Individual	Two-party
		Dollars	*Dollar*
Lakewood * (34)	B-	5.56	.....
	R-	3.33	2.
Lancaster (47)	B-	5.25	4.
	R-	3.00	.....
Larchmont (47)	R-	4.00	3
LaSalle (47)	B-	6.75	5
	R-	3.75	3
Limestone (47)	B-	....	.....
	R-	....	.....
Laurens * (45)	B & R-	....	.....
Lawrence * (47)	B-	4.00	3
	R-	3.00	2
Leicester (47)	B-	4.50	.....
	R-	3.00	.....
LeRoy (47)	B-	4.50	.....
	R-	3.00	.....
Lewiston (47)	B-	4.00	.....
	R-	2.75	.....
Liberty (47)	B-	4.00	.....
	R-	2.75	.....
Lima (47)	B-	4.00	.....
	R-	2.75	.....
Lisle (16)	B-	2.29	.....
	R-	1.98	.....
Little Falls (47)	B-	5.25	4
	R-	3.00	.....
Little Valley (11)	B-	4.00	.....
	R-	2.75	.....
Liverpool (47)	B-	4.00	.....
	R-	2.75	.....
Livonia (47)	B-	4.00	.....
	R-	2.75	.....
Lockport (47)	B-	6.00	5.
	R-	3.50	3.
Long Beach (47)	B-	4.00	.....
	R-	3.00	.....
Lowville (6)	B-	2.50	2.
	R-	2.00	1.
Lynbrook (47)	B-	5.25	4.
	R-	3.50	3.
Lyndonville (47)	B-	4.00	.....
	R-	2.75	.....
Lyons (85)	B-	4.00	.....
	R-	2.50	.....
Lyons Falls (6)	B-	2.50	2
	R-	2.00	1
Macedon (85)	B-	3.25	.....
	R-	2.50	.....
Malone (43)	B-	4.25	3
	R-	3.00	2
Mamaroneck (47)	B-	6.00	5
	R-	3.50	3
Manchester (63)	B-	4.00	.....
	R-	2.75	.....
Manlius (36)	B-	3.00	.....
	R-	2.25	.....
Mannsville (6)	B-	2.25	2
	R-	2.00	1
Marcellus (38)	B-	2.75	.....
	R-	2.50	.....
Marlboro (47)	B-	4.00	.....
	R-	2.75	.....
Massena (43)	B-	3.75	3
	R-	2.50	.....
Mayfield * (28)	B-	....	.....
	R-	....	.....
Mayville (40)	B-	3.75	3
	R-	2.50	2
Mechanicville (47)	B-	5.25	4
	R-	3.00	.....
Medina (47)	B-	4.50	.....
	R-	3.00	.....
Mexico (47)	B-	4.00	.....
	R-	2.75	.....
Middleport (47)	B-	4.00	.....
	R-	2.75	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Middletown (53)	B-4.50	.....	4.00	3.00
	R-2.75	2.25	2.00	2.50
Middleville (46)	B-....	.....	.....	2.75
	R-....	.....	.....	2.00
Milford * (45)	B & R-....	.....	.....	1.00
Milford (55)	B-3.25	.....	2.75	.....
	R-2.25	.....	1.75	.....
Millbrook (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Minoa (47)	B-....	.....	.....	3.00
	R-....	.....	.....	2.25
Mohawk (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Monroe (31)	B-3.50	.....	2.75	.....
	R-2.50	.....	2.00	.....
Monticello (41)	B-4.00	3.25	2.75	.....
	R-3.25	2.75	2.25	.....
Montgomery * (80)	B-3.25	.....	.....	2.25
	R-2.50	.....	.....	1.75
Montour Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Mooers * (14)	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Moravia (46)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Morristown * (5)	B-2.25	.....	.....	1.50
	R-....	.....	.....	1.25
Morrisville * (42)	B-2.00	.....	.....	1.75
	R-1.75	.....	.....	1.50
Mount Kisco (47)	B-4.00	.....	3.25	.....
	R-3.00	.....	2.50	.....
Mount Morris (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Mount Vernon (47)	R-4.00	3.50	3.00	.....
Naples (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Nassau * (17)	B-2.50	.....	.....	2.00
	R-2.00	.....	.....	1.50
Nelliston * (28)	B-3.50	2.75	.....	.....
	R-2.25	.....	1.75	.....
Nelsonville (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Newark (85)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Newark Valley (48)	B & R-2.17	.....	1.83	1.67
New Berlin (44)	B-2.75	.....	.....	2.25
	R-2.25	.....	.....	1.75
Newburgh (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Newfield (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
New Hartford * (47)	B-5.00	4.00	3.00	.....
	R-3.00	2.50	2.00	.....
New Palts (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Newport (46)	B-3.25	2.75	.....	.....
	R-2.50	2.00	.....	.....
New Rochelle (47)	R-4.00	3.50	3.00	.....
Niagara Falls (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
North Bangor (43)	B-....	.....	.....	2.50
	R-....	.....	.....	2.00
North Collins (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Northport (47)	B-4.00	.....	3.25	.....
	R-3.00	.....	2.25	.....
North Tarrytown (47)	B-....	.....	.....	3.25
	R-....	.....	.....	2.50
North Tonawanda (47)	B-6.75	5.50	.....	.....
	R-3.50	3.00	2.50	.....
Northville * (28)	B-2.50	2.00	.....	.....
	R-2.00	.....	1.50	.....
Norwich * (47)	B-3.00	2.50	2.00	.....
	R-1.75	1.50	1.25	1.50
Norwich (39)	B-2.25	1.92	.....	1.25
	R-1.75	1.50	.....	

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MONTHLY RATES for general telephone service (*continued*)

Municipality		Lines			
		Individual	Two-party	Four-party	Multi-party
		Dollars	*Dollars*	*Dollars*	*Dollars*
Norwood (43)	B	3.75	3.25	.....	.....
	R	2.50	.....	2.00	.....
Nunda (64)	B	2.50	.....	.....	2.00
	R	2.00	.....	.....	1.25
Nyack (47)	B	5.25	4.25	.....	.....
	R	3.00	.....	2.50	.....
Oakfield (47)	B	4.00	.....	3.25	.....
	R	2.75	.....	2.25	.....
Ogdensburg (43)	B	4.25	3.75	.....	.....
	R	3.00	2.50	2.00	.....
Old Forge * (6)	B	2.50	2.25	2.00	.....
	R	2.00	1.75	.....	1.50
Olean (47)	B	6.00	5.00	.....	.....
	R	3.50	3.00	2.50	.....
Olean * (78)	B	2.50	2.00	1.67	.....
	R	2.00	1.67	1.33	.....
Oneida (47)	B	5.25	4.25	.....	.....
	R	3.00	.....	2.50	.....
Oneida Castle (47)	B	5.25	4.25	.....	.....
	R	3.00	.....	2.50	.....
Oneonta * (55)	B	4.50	3.50	.....	.....
	R	3.00	2.50	2.00	.....
Oramel (2)	B	....	.....	.....	3.00
	R	....	.....	.....	2.25
Oriskany (47)	B	....	.....	.....	3.75
	R	....	.....	.....	3.00
Ossining (47)	B	6.00	5.00	.....	.....
	R	3.50	3.00	2.50	.....
Oswego (47)	B	6.00	5.00	.....	.....
	R	3.50	3.00	2.50	.....
Otego (55)	B	3.50	.....	3.00	.....
	R	2.25	.....	1.75	.....
Owego (47)	B	4.50	.....	3.50	.....
	R	3.00	.....	2.50	.....
Painted Post (47)	B	5.25	4.25	.....	.....
	R	3.00	.....	2.50	.....
Palatine Bridge * (28)	B	3.50	2.75	.....	.....
	R	2.25	.....	1.75	.....
Palmyra (85)	B	4.00	.....	3.25	.....
	R	2.75	.....	2.25	.....
Panama (3)	B	2.75	2.25	.....	1.92
	R	2.25	2.00	.....	1.75
Parish (47)	B	3.25	.....	2.75	.....
	R	2.50	.....	2.00	.....
Patchogue (47)	B	4.50	.....	3.50	.....
	R	3.00	.....	2.50	.....
Patchogue * (72)	B	3.00	1.50	1.25	1.25
	R	2.00	1.25	1.00	1.00
Pawling (47)	B	4.00	.....	3.25	.....
	R	2.75	.....	2.25	.....
Peekskill (47)	B	6.00	5.00	.....	.....
	R	3.50	3.00	2.50	.....
Pelham (47)	R	4.00	3.50	3.00	.....
Pelham Manor (47)	R	4.00	3.50	3.00	.....
Penn Yan (47)	B	4.50	.....	3.50	.....
	R	3.00	.....	2.50	.....
Perry (57)	B	3.50	3.00	.....	.....
	R	2.75	2.50	.....	2.00
Perrysburg (47)	B	....	.....	.....	3.00
	R	....	.....	.....	2.25
Phelps (87)	B	3.50	.....	2.75	.....
	R	2.50	.....	2.00	.....
Philmont (47)	B	4.00	.....	3.25	.....
	R	2.75	.....	2.25	.....
Philmont * (18)	B	2.75	2.50	.....	1.83
	R	2.50	2.17	.....	1.38
Phoenix (54)	B	3.75	3.00	.....	.....
	R	2.75	2.25	.....	.....
Piermont (47)	B	5.25	4.25	.....	.....
	R	3.00	.....	2.50	.....
Pike (47)	B	....	.....	.....	3.00
	R	....	.....	.....	2.25
Pine Hill (47)	B	4.00	.....	3.25	.....
	R	2.75	.....	2.25	.....
Pine Hill (77)	B	....	.....	.....	2.50
	R	....	.....	.....	2.00

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Pittsford (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Plattsburgh (43)	B-4.25	3.75	.....	.....
	R-3.00	2.50	2.00	.....
Pleasant Valley (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Pleasantville (47)	B-4.00	.....	3.25	.....
	R-3.00	.....	2.50	.....
Poland (46)	B-....	.....	.....	2.75
	R-....	.....	.....	2.00
Port Byron (58)	B-2.75	.....	.....	2.25
	R-2.25	.....	.....	1.75
Port Chester (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Port Dickinson (47)	B-7.50	6.00	.....	3.75
	R-4.00	3.50	3.00	3.00
Port Dickinson (16)	B-2.29	.....	.....	1.98
	R-1.98	.....	.....	1.66
Port Henry * (59)	B-3.00	2.50	2.00	.....
	R-2.50	2.00	1.50	.....
Port Jervis (60)	B-4.00	3.50	.....	.....
	R-2.50	2.25	.....	.....
Port Leyden (6)	B-....	.....	.....	2.00
	R-....	.....	.....	1.75
Portville (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Portville * (78)	B-....	.....	.....	2.00
	R-....	.....	.....	1.50
Potsdam (43)	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Poughkeepsie (47)	B-6.75	5.50	.....	.....
	R-3.75	3.25	2.75	.....
Prospect (47)	B-....	.....	.....	3.00
	R-....	.....	.....	2.25
Pulaski (6)	B-2.50	2.25	.....	.....
	R-2.00	1.75	.....	.....
Randolph * (34)	B-4.44	.....	3.33	.....
	R-3.33	.....	2.22	.....
Ravena * (71)	B-3.00	.....	.....	2.50
	R-2.00	.....	.....	1.50
Red Creek (85)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Red Hook * (62)	B-3.00	.....	.....	2.50
	R-2.50	.....	.....	2.00
Remsen * (6)	B-2.00	1.50	.....	.....
	R-1.50	1.25	.....	.....
Rensselaer (47)	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Rensselaer Falls (43)	B-....	.....	.....	2.50
	R-....	.....	.....	2.00
Rhinebeck * (62)	B-3.50	.....	3.00	2.50
	R-3.00	.....	2.50	2.00
Richburg (2)	B-....	.....	.....	3.00
	R-....	.....	.....	2.25
Richfield Springs (55)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Richmondville * (15)	B & R-1.50	.....	.....	1.25
Rifton (47)	B-....	.....	.....	3.00
	R-....	.....	.....	2.25
Rochester (47)	B-9.50	7.50	.....	.....
	R-4.25	3.50	.....	.....
Rochester * (64)	B-5.50	4.50	.....	3.25
	R-5.50	4.50	.....	2.75
Rockville Center (47)	B-5.25	4.25	.....	.....
	R-3.50	3.00	2.50	.....
Rome (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Rosendale (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Rouses Point * (14)	B-3.25	2.25	2.00	2.00
	R-3.25	2.25	1.50	1.50
Rushville (67)	B-3.75	3.50	3.25	3.25
	R-3.50	3.25	3.00	3.00
Rye (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Sackets Harbor (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Sag Harbor (47)	B–4.00	.....	3.25	.....
	R–3.00	.....	2.25	.....
St. Johnsville * (28)	B–3.50	2.75	.....	.....
	R–2.25	.....	1.75	.....
Salamanca (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Salem (29)	B–3.50	3.25	3.00	2.83
	R–2.75	2.50	2.25	2.25
Sands Point (47)	R–7.50	5.00	4.00	.....
Sandy Creek (6)	B–....	.....	.....	2.00
	R–....	.....	.....	1.75
Saranac Lake (43)	B–4.25	3.75	.....	.....
	R–3.00	2.50	2.00	.....
Saratoga Springs (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Saugerties (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Scarsdale (47)	R–3.75	3.25	2.75	.....
Schaghticoke (47)	B–4.00	.....	3.25	3.00
	R–2.75	.....	2.25	2.25
Schenectady (47)	B–8.50	6.75	.....	.....
	R–4.25	3.75	3.00	.....
Schenevus (55)	B–3.50	.....	3.00	.....
	R–2.25	.....	1.75	.....
Schuylerville (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Scotia (47)	B–8.50	6.75	.....	.....
	R–4.25	3.75	3.00	.....
Scottsville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Sea Cliff (47)	B–5.25	4.25	.....	.....
	R–3.50	3.00	2.50	.....
Seneca Falls (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Sharon Springs (47)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Sherburne * (68)	B–3.00	.....	2.50	.....
	R–2.25	.....	1.75	.....
Sherman (69)	B–3.75	3.50	.....	2.50
	R–3.00	2.75	.....	2.25
Sherrill (47)	B–....	.....	.....	3.25
	R–....	.....	.....	2.50
Shoreham (47)	B–4.00	.....	3.00	.....
	R–3.00	.....	2.00	.....
Shortsville (63)	B–4.00	.....	.....	3.25
	R–2.75	.....	.....	2.25
Sidney (77)	B–3.25	2.75	.....	.....
	R–2.50	2.00	.....	.....
Silver Creek (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Silver Springs (47)	B–....	.....	.....	3.00
	R–....	.....	.....	2.25
Skaneateles (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Solvay (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
Southampton (47)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
South Dayton (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
South Glens Falls (47)	B–6.75	5.50	.....	.....
	R–3.75	3.25	2.75	.....
Spencerport (50)	B–2.50	.....	.....	.....
	R–2.00	.....	1.50	.....
Spring Valley (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Spring Valley * (21)	B–....	.....	.....	2.75
	R–....	.....	.....	2.00
Springville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Stamford * (65)	B–2.50	.....	2.00	.....
	R–2.00	.....	1.50	.....

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MONTHLY RATES for general telephone service (*continued*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Stillwater (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Suffern (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....
Syracuse (47)	B-9.50	7.50	.....	.....
	R-4.25	3.50	.....	.....
Tannersville * (66)	B-4.00	3.00	2.00	1.50
	R-3.00	2.50	1.50	1.50
Tarrytown (47)	B-6.00	5.00	.....	.....
	R-3.50	3.00	2.50	.....
Theresa (49)	B-3.75	.....	3.00	.....
	R-2.75	.....	2.25	.....
Ticonderoga * (74)	B-3.00	2.50	.....	.....
	R-2.50	2.00	.....	1.50
Tivoli * (62)	B-....	.....	.....	2.50
	R-....	.....	.....	2.00
Tivoli * (18)	B-2.75	2.50	.....	1.83
	R-2.50	2.17	.....	1.38
Tonawanda (47)	B-6.75	5.50	.....	.....
	R-3.50	3.00	2.50	.....
Troy (47)	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Trumansburg (76)	B-2.75	.....	.....	2.00
	R-2.38	.....	.....	1.75
Trumansburg (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Tuckahoe (47)	R-4.00	3.50	3.00	.....
Tully (47)	B-3.25	.....	2.75	.....
	R-2.50	.....	2.00	.....
Tupper Lake (43)	B-3.75	3.25	.....	.....
	R-2.50	.....	2.00	.....
Turin (6)	B-....	.....	.....	2.00
	R-....	.....	.....	1.75
Unadilla * (77)	B-3.25	2.75	.....	.....
	R-2.50	1.75	.....	.....
Union (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Union Springs (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Unionville (47)	B-....	.....	.....	3.25
	R-....	.....	.....	2.50
Utica (47)	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Valatie (79)	B-4.00	.....	.....	3.00
	R-3.00	.....	.....	2.00
Valley Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Victor (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Victory Mills (47)	B-4.50	.....	3.50	.....
	R-3.00	.....	2.50	.....
Voorheesville (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Waddington (43)	B-....	.....	.....	2.50
	R-....	.....	.....	2.00
Walden * (80)	B-3.25	2.75	2.25	2.25
	R-2.50	2.25	.....	1.75
Walton * (82)	B-2.75	2.25	.....	.....
	R-2.25	1.75	.....	.....
Wampsville (47)	B-....	.....	.....	3.25
	R-....	.....	.....	2.50
Wappingers Falls (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Warsaw (47)	B-4.00	.....	3.25	.....
	R-2.75	.....	2.25	.....
Warwick * (83)	B-3.00	2.88	2.75	.....
	R-2.00	1.88	1.75	.....
Washingtonville (31)	B-3.50	.....	2.75	.....
	R-2.50	.....	2.00	.....
Waterford (47)	B-8.50	6.75	.....	.....
	R-4.25	3.75	3.00	.....
Waterloo (47)	B-5.25	4.25	.....	.....
	R-3.00	.....	2.50	.....

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MONTHLY RATES for general telephone service (*concluded*)

Municipality	Lines			
	Individual	Two-party	Four-party	Multi-party
	Dollars	*Dollars*	*Dollars*	*Dollars*
Watertown (47)	B–6.75	5.50	.....	.....
	R–3.75	3.25	2.75	.....
Waterville (84)	B–3.75	3.00	.....	.....
	R–2.75	2.25	.....	.....
Watervliet (47)	B–8.50	6.75	.....	.....
	R–4.25	3.75	3.00	.....
Watkins (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Waverly (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Wayland (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Webster (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Weedsport (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Wellsville (2)	B–4.50	.....	3.50	.....
	R–3.00	.....	2.50	.....
West Carthage (49)	B–.....	.....	.....	2.75
	R–.....	.....	.....	2.25
Westfield (86)	B–3.75	.....	3.00	.....
	R–2.75	.....	2.25	.....
West Haverstraw (47)	B–5.25	4.25	.....	.....
	R–3.00	.....	2.50	.....
Whitehall (29)	B–4.00	3.25	3.00	2.83
	R–2.75	2.50	2.25	2.25
White Plains (47)	R–3.75	3.25	2.75	.....
Whitesboro * (47)	B–5.00	4.00	3.00	.....
	R–3.00	2.50	2.00	.....
Whitney Point (16)	B–2.29	.....	.....	1.98
	R–1.98	.....	.....	1.66
Williamsville (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Wilson (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Wolcott (85)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....
Wyoming (47)	B–3.25	.....	2.75	.....
	R–2.50	.....	2.00	.....
Yonkers (47)	R–4.00	3.50	3.00	.....
Yorkville (47)	B–5.00	4.00	3.00	.....
	R–3.00	2.50	2.00	.....
Youngstown (47)	B–4.00	.....	3.25	.....
	R–2.75	.....	2.25	.....

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2. Allegany County Telephone Co.
3. Ashville and Panama Telephone Co.
5. Black Lake Telephone Lines.
6. Black River Telephone Co.
8. Candor Telephone Co.
9. Cape Vincent Telephone Co.
10. Catskill Mountain Telephone Co.
11. Cattaraugus Union Telephone Co.
12. Cayuga Southern Telephone Co.
13. Cazenovia Telephone Co.
14. Champlain Telephone Co.
15. Charlotte Valley Telephone Co.
16. Chenango Valley Telephone Co.
17. Columbia and Rensselaer Telephone and Telegraph Co.
18. Columbia Telephone Co.
19. Cornwall Telephone Co.
20. Darien Telephone Co.
21. Delhi Telephone Co.
22. Downsville Telephone Co.
23. Dunkirk and Fredonia Telephone Co.
24. Earlville Telephone Co.
25. Erie–Wyoming Telephone Co.
26. Farm and Village Telephone Co.
27. Friendship Telephone Co.
28. Glen Telephone Co.
29. Granville Telephone Co.
30. Hermon Telephone Co.
31. Highland Telephone Co.
32. Hilton Telephone Co.
34. Jamestown Telephone Corp.
35. Keeseville Telephone Co.
36. Lewis and Hall Telephone Co.
38. Marcellus Telephone Co.
39. Marquis Telephone and Telegraph Co.
40. Mayville Telephone Co.
41. Monticello Telephone Co.
42. Morrisville Telephone Co.
43. Mountain Home Telephone Co.
44. New Berlin Telephone Co.
45. New Lisbon Farm Telephone Co.
46. Newport Telephone Co., Inc.
47. New York Telephone Co.
48. Northern Tioga Telephone Co.
49. Northwestern Telephone Corp.
50. Ogden Telephone Co.
51. Oneida County Rural Telephone Co.
52. Ontario County Mutual Telephone Co.
53. Orange County Telephone Co.
54. Oswego County Independent Telephone Co.
55. Otsego and Delaware Telephone Co.
56. Paul Smith's Hotel Co.
57. Perry Telephone Co.
58. Port Byron Telephone Co.
59. Port Henry Telephone Co.
60. Port Jervis Telephone Co.
61. Portland Telephone Co.
62. Red Hook Telephone Co.
63. Red Jacket Telephone Co.
64. Rochester Telephone Co.
65. Rose Telephone Co.
66. Schoharie Telephone Co.
67. Seneca–Gorham Telephone Co.
68. Sherburne Telephone Co.
69. Sherman Telephone Co.
71. State Telephone Co.
72. Suffolk County Telephone Co.
73. Thousand Island Telephone Co., Inc.
74. Ticonderoga Home Telephone Co.
75. Township Telephone Co.
76. Trumansburg Home Telephone Co.
77. Union Telephone Co., Inc.
78. Union Telephone Co. of Erie.
79. Valatie Telephone Co.
80. Walden Telephone Co.
82. Walton People's Telephone Co.
83. Warwick Valley Telephone Co.
84. Waterville Telephone Co.
85. Wayne Telephone Co.
86. Westfield Telephone Co.
87. Phelps Mutual Telephone Co.

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INDEX

PAGE

Accidents, electric railroads 67
Accidents, steam railroads 47, 111, 121
Acetylene gas corporations under jurisdiction 19
Action against The New York Central Railroad Co 8
Adams, lighting rates electricity 132
Adams, monthly rates telephone service 142
Adams Electric Light Co., lighting rates electricity 132, 136
Addison, lighting rates electricity and gas 132
Addison Electric Light and Power Co., lighting rates electricity 132
Addison Gas and Power Co., lighting rates gas 132
Adirondack Electric Power Corp.:
  bonds, authorization canceled 37
  cost of fuel generating electricity 107
  transfer franchises, etc 32, 78
Adirondack Power and Light Corp.:
  bonds, issue, etc 32, 37
  electric service extension 78
  examination of mortgage 29
  lighting rates electricity and gas 132, 139
  merger, name, etc 25, 78
Adirondacks, railroads operating in 45
Adjustment of rates, provisional 16
Afton, lighting rates electricity 132
Afton, Town, grade crossing elimination 53, 54
Afton–Windsor Light, Heat and Power Co.:
  bonds, issue, etc 36
  lighting rates electricity 132, 140
Akron, lighting rates electricity and gas 132
Akron, monthly rates telephone service 142
Akron, Village, lighting rates electricity 132
Akron Natural Gas Co., merger, etc 29
Albany, changes in passenger fares 64, 65
Albany, hearings in by Commission 16
Albany, lighting rates electricity and gas 132
Albany, monthly rates telephone service 142
Albany, passenger fares 62, 63
Albany, tests of gas 126, 128, 129
Albany, City, grade crossing elimination 54
Albany County, apportionment grade crossing funds 56
Albany Southern Railroad Co.:
  accidents 67, 68, 69
  cost of fuel generating electricity 107
  lease electric transmission line 78
  lighting rates electricity and gas 135, 137, 139
  operating revenues 59
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Albion, lighting rates electricity and gas 132
Albion, monthly rates telephone service 142
Albion, tests of gas 127, 128, 129
Alden, lighting rates electricity and gas 132
Alden, monthly rates telephone service 142
Alden, Town, grade crossing elimination 53
Alden–Batavia Natural Gas Co., merger, etc 28
Alexander, lighting rates gas 132
Alexander, monthly rates telephone service 142

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Alexander, Town, grade crossing elimination
Alexandria Bay, lighting rates electricity
Alexandria Bay, monthly rates telephone service
Alexandria Bay–Redwood Transportation Co., issue stock, etc.
Alfred, lighting rates gas
Allegany, lighting rates electricity and gas
Allegany, monthly rates telephone service
Allegany County, apportionment grade crossing funds
Allegany County Telephone Co., monthly rates general service
Altamont, lighting rates electricity
Altamont, monthly rates telephone service
Altamont, Town, grade crossing elimination
Altmar, lighting rates electricity
Altmar, monthly rates telephone service
Amenia Electric Light and Power Co., franchise, construction, et
American Electric Railway Association, investigation, etc
American Locomotive Co., locomotive boilers inspected
American Railway Express Co., increase rates and charges
Amityville, lighting rates electricity and gas
Amityville, monthly rates telephone service
Amsterdam, changes in passenger fares
Amsterdam, lighting rates electricity and gas
Amsterdam, monthly rates telephone service
Amsterdam, passenger fares
Amsterdam, tests of gas
Anderson, J. H., lighting rates electricity
Andes, lighting rates electricity
Andes, monthly rates telephone service
Andover, lighting rates electricity and gas
Andover, Village, lighting rates electricity
Angelica, lighting rates gas
Angelica, monthly rates telephone service
Angola, lighting rates electricity and gas
Angola, monthly rates telephone service
Annual reports, expense printing, etc
Annual reports of corporations, importance, etc
Antwerp, lighting rates electricity
Antwerp Light and Power Co., lighting rates electricity
Appendix A: Results of Operations, etc
Appendix B: Cost of Fuel Generating Electricity
Appendix C: Accidents, Steam Railroads
Appendix D: Broken Rails, Steam Railroads
Appendix E: Inspections of Gas, etc
Appendix F: Lighting Rates
Appendix G: Telephone Rates
Applications to issue securities
Appropriation investigation telephone complaints
Appropriations grade crossing eliminations
Appropriations requested by Commission
Arcade, lighting rates electricity
Arcade, monthly rates telephone service
Arcade, Village, lighting rates electricity
Arcade and Attica Railroad Corp., issue notes, etc
Ardsley, lighting rates electricity and gas
Ardsley, monthly rates telephone service
Argyle, monthly rates telephone service
Arkport, monthly rates telephone service
Ashville and Panama Telephone Co., monthly rates general servic
Athens, lighting rates electricity
Athens, monthly rates telephone service

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PAGE
Atlantic Light and Power Co., lighting rates electricity 138
Attica, lighting rates electricity and gas 132
Attica, monthly rates telephone service 142
Attica Natural Gas Co., merger, etc 29
Auburn, changes in passenger fares 64, 65
Auburn, lighting rates electricity and gas 132
Auburn, monthly rates telephone service 142
Auburn, passenger fares 62, 63
Auburn and Syracuse Electric Railroad Co.:
  inspections 66
  operating revenues 59
  passenger fares 62
  passenger fares, changes in 64, 65, 88
Audible-visible signals at grade crossings 49
Aurora, lighting rates electricity 132
Aurora, monthly rates telephone service 142
Aurora Electric Light Co., lighting rates electricity 132
Auto bus applications received, etc 16
Auto bus corporations, stocks, etc., authorised 35, 38
Auto bus transportation 15
Automatic train control 11, 47
Automobiles and electric cars, collisions 68, 69
Average age locomotive boilers in service 44
Avoca, lighting rates electricity 132
Avoca, monthly rates telephone service 142
Avon, lighting rates electricity and gas 132
Avon, monthly rates telephone service 142
Avon Electric Co., lighting rates electricity 132

Babylon, lighting rates electricity and gas 132
Babylon, monthly rates telephone service 142
Babylon Railroad Co.:
  operating revenues 60
  operations discontinued, etc 58, 59
Baggage companies under jurisdiction 18
Bainbridge, lighting rates electricity 132
Bainbridge, monthly rates telephone service 142
Baldwinsville, lighting rates electricity and gas 132
Baldwinsville, monthly rates telephone service 142
Baldwinsville Light and Heat Co., lighting rates gas 132
Ballston Spa, lighting rates electricity 132
Ballston Spa, monthly rates telephone service 142
Barker, lighting rates electricity 132
Barker, monthly rates telephone service 143
Barnes, C. R., resignation, etc 58
Barton, Town, grade crossing elimination 53
Batavia, lighting rates electricity and gas 132
Batavia, monthly rates telephone service 143
Batavia, passenger fares 62, 63
Batavia Traction Co.:
  operating revenues 60
  passenger fares 62, 63
Bath, lighting rates electricity and gas 132
Bath, monthly rates telephone service 143
Bath, tests of gas 127, 128, 129
Bath, Village, cost of fuel generating electricity 102
Bath, Village, lighting rates electricity 132
Bath, Village, municipal gas plant 78
Bath Electric and Gas Light Co.:
  lighting rates gas 132
  transfer gas plant 78
Bay Shore, tests of gas 126, 128, 129

Digitized by Google

PAGE

Beacon, lighting rates electricity and gas 132
Beacon, monthly rates telephone service 143
Beacon, passenger fares 62, 63
Beacon, tests of gas 127, 128, 129
Beaver Boards Co., locomotive boilers, new past three years 45
Beckwith, G. R., franchise, construction, etc 77
Belleville, lighting rates electricity 132
Belleville, monthly rates telephone service 143
Bellport, lighting rates electricity and gas 132
Bellport, monthly rates telephone service 143
Belmont, lighting rates gas 132
Belmont, monthly rates telephone service 143
Bemus Point, lighting rates electricity 132
Bemus Point, monthly rates telephone service 143
Bergen, lighting rates electricity and gas 132
Bergen, monthly rates telephone service 143
Bergen, Village, lighting rates electricity 132
Berholme Power Co.:
  franchise, construction, etc 77
  stock, issue, etc 36
Berkshire Delco Lighting Co.:
  franchise, construction, etc 77
  stock, issue, etc 36
Berkshire Street Railroad Co., operating revenues 59
Binghamton, changes in passenger fares 64, 65
Binghamton, lighting rates electricity and gas 132
Binghamton, monthly rates telephone service 143
Binghamton, passenger fares 62, 63
Binghamton, tests of gas 126, 128, 129
Binghamton Gas Works, lighting rates gas 132, 135
Binghamton Light, Heat and Power Co.:
  bonds, etc., issue, etc 36
  cost of fuel generating electricity 106
  lighting rates electricity 132, 135, 138
Binghamton Railway Co.:
  accidents 68
  operated by receiver 58
  operating revenues 59
  lighting rates electricity 134
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
  receiver's certificates, issue, etc 35
Black Lake Telephone Lines:
  monthly rates general service 149, 155
  stock, issue, etc 38
Black River, lighting rates electricity 132
Black River, monthly rates telephone service 143
Black River Telephone Co., monthly rates general service 142, 145, 147, 148, 150–153, 155
Black River Traction Co.:
  inspections 66
  operating revenues 60
  passenger fares 62, 63, 88
Blasdell, lighting rates electricity and gas 132
Blasdell, monthly rates telephone service 143
Bloomingdale, lighting rates electricity 132
Blooming Grove, Town, grade crossing elimination 54
Bolivar, lighting rates gas 132
Bolivar, monthly rates telephone service 143
Bombay Electric Corp., issue bonds, etc 36
Boonville, lighting rates electricity 132
Boonville, monthly rates telephone service 143
Boonville, Village, lighting rates electricity 132

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PAGE
Boston and Albany Railroad Co.:
broken rails reported 124
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Boston and Maine Railroad:
bonds, notes, etc., issue, etc 35
broken rails reported 124
grade crossing funds apportioned 57
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Rotterdam, grade crossing elimination 54
Brewster, lighting rates electricity 132
Brewster, monthly rates telephone service 143
Briarcliff Manor, lighting rates electricity and gas 132
Briarcliff Manor, monthly rates telephone service 143
Bridgewater, monthly rates telephone service 143
Brier Hill Electric Light and Power Co., Inc., franchise, construction, etc 77
Brightwaters, lighting rates gas 132
Broadalbin Electric Light and Power Co., lighting rates electricity 136, 137
Brockport, lighting rates electricity and gas 132, 133
Brockport, monthly rates telephone service 143
Brockport, tests of gas 127, 128, 129
Brockport Gas Light Co., lighting rates gas 132
Brocton, lighting rates electricity and gas 133
Brocton, monthly rates telephone service 143
Brocton, Village, lighting rates electricity 133
Brocton Gas and Fuel Co., lighting rates gas 133
Broken rails, steam railroads 40, 123, 124
Bronx County, apportionment grade crossing funds 56
Bronxville, lighting rates electricity and gas 133
Bronxville, monthly rates telephone service 143
Brookfield, lighting rates electricity 133
Brookfield Electric Light and Power Co., lighting rates electricity 133
Brookhaven, Town, grade crossing elimination 53, 55
Broome County, apportionment grade crossing funds 56
Brown, B. L., franchise, construction, etc 77
Brownville, lighting rates electricity 133
Brownville, monthly rates telephone service 143
Bryant Power Co., Inc., lighting rates electricity 140
Buffalo, changes in passenger fares 64, 65
Buffalo, Elmwood avenue, grade crossing elimination 5
Buffalo, hearings in by Commission 16
Buffalo, Hopkins street, grade crossing elimination 53
Buffalo, lighting rates electricity and gas 133
Buffalo, monthly rates telephone service 143
Buffalo, passenger fares 62, 63
Buffalo, tests of gas 126, 128, 129
Buffalo, City, complaint telephone rates 79
Buffalo and Depew Railway Co.:
inspections 66
operated by receiver 58
operating revenues 60
Buffalo and Lake Erie Traction Co.:
accidents 67, 68
freight rates, changes in 88
merger dissolved, etc 59
operated by receiver 58
operating revenues 59
passenger fares, changes in 88

Digitized by Google

Buffalo and Susquehanna Railroad Corp.:
inspections of locomotives
locomotive boilers, average age
locomotive boilers inspected
Buffalo and Williamsville Electric Railway Co.:
operating revenues
passenger fares, changes in
Buffalo Creek Railroad Co.:
inspections of locomotives
locomotive boilers inspected
Buffalo General Electric Co.:
bonds, issue, etc
cost of fuel generating electricity
lighting rates electricity
rates, changes in
Buffalo, Lockport and Rochester Railway Co., operating revenues
Buffalo, Rochester and Pittsburgh Railway Co.:
broken rails reported
Buffalo, Hopkins street, grade crossing elimination
Carrollton, grade crossing elimination
equipment trust certificates, issue, etc
grade crossing funds apportioned
Great Valley, grade crossing elimination
inspections of locomotives
locomotive boilers, average age
locomotive boilers inspected
locomotive boilers, new past three years
Rochester, Brown street, grade crossing elimination
transverse fissures reported
Buffalo Southern Railway Co.:
operating revenues
reorganization, etc
Burden of proof, electrical and gas corporations
Burdett, Village, franchise, construction, etc

Caledonia, lighting rates electricity and gas
Caledonia, monthly rates telephone service
Caledonia, Town, grade crossing elimination
Caledonia Natural Gas Co., lighting rates gas
Cambridge, lighting rates electricity
Cambridge, monthly rates telephone service
Camden, lighting rates electricity
Camden, monthly rates telephone service
Camden, Village, lighting rates electricity
Camillus, lighting rates electricity
Camillus, Town, grade crossing elimination
Canadian Express Co., rates and charges, increase, etc
Canadian Pacific Railroad Co., locomotive boilers inspected
Canajoharie, lighting rates electricity
Canajoharie, monthly rates telephone service
Canandaigua, lighting rates electricity and gas
Canandaigua, monthly rates telephone service
Canandaigua, passenger fares
Canandaigua, tests of gas
Canaseraga, lighting rates electricity
Canaseraga, monthly rates telephone service
Canaseraga Electric Co., Inc.:
electric plant, construction, etc
stock, issue, etc
Canaseraga Heat, Light and Power Co.:
lighting rates electricity
sale of electric plant, etc

Digitized by Google

PAGE
Canastota, lighting rates gas 133
Canastota, monthly rates telephone service 143
Canastota, tests of gas 127, 128, 129
Candor, lighting rates electricity 133
Candor, monthly rates telephone service 143
Candor Telephone Co., monthly rates general service 143, 155
Canisteo, lighting rates electricity and gas 133
Canisteo, monthly rates telephone service 143
Canisteo Gas Co., lighting rates gas 133
Canton, lighting rates electricity 133
Canton, monthly rates telephone service 143
Canton Electric Light and Power Co., lighting rates electricity 133
Cape Vincent, lighting rates electricity 133
Cape Vincent, monthly rates telephone service 143
Cape Vincent Telephone Co., monthly rates general service 143, 155
Capital issues of railroad corporations 10
Capitalization, applications to issue securities 31
Capitalization cases, electrical and gas corporations 73
Capitalization, report of Division 28
Carrollton, Town, grade crossing elimination 53, 54
Carthage, lighting rates electricity 133
Carthage, monthly rates telephone service 143
Castile, lighting rates electricity 133
Castile, monthly rates telephone service 143
Castile, Village, lighting rates electricity 133
Castleton, lighting rates electricity 133
Castleton, monthly rates telephone service 143
Catskill, lighting rates electricity and gas 133
Catskill, monthly rates telephone service 143
Catskill, tests of gas 127, 128, 129
Catskill Mountain Gas Co., lighting rates gas 134
Catskill Mountain Telephone Co., monthly rates general service 147, 155
Cattaraugus, lighting rates electricity and gas 133
Cattaraugus, monthly rates telephone service 144
Cattaraugus County, apportionment grade crossing funds 56
Cattaraugus Electric Light and Power Co., lighting rates electricity 133
Cattaraugus Union Telephone Co., monthly rates general service 144–146, 148, 155
Cayadutta Generating Co., lighting rates electricity 134
Cayuga, lighting rates gas 133
Cayuga, monthly rates telephone service 144
Cayuga County, apportionment grade crossing funds 56
Cayuga Heights, lighting rates electricity and gas 133
Cayuga Heights, monthly rates telephone service 144
Cayuga Southern Telephone Co., monthly rates general service 142, 155
Casenovia, lighting rates electricity 133
Casenovia, monthly rates telephone service 144
Casenovia Electric Co., lighting rates electricity 133
Casenovia Telephone Co., monthly rates general service 144, 155
Cedarhurst, lighting rates electricity and gas 133
Cedarhurst, monthly rates telephone service 144
Celoron, lighting rates electricity 133
Celoron, monthly rates telephone service 144
Central Hudson Gas and Electric Co.:
  bonds, etc., issue, etc 32, 37
  cost of fuel generating electricity 106
  electric service extension 78
  lighting rates electricity and gas 133, 136–138
  rates, changes in 88
Central New England Railway Co.:
  broken rails reported 124
  grade crossing funds apportioned 57

Digitized by Google

Central New England Railway Co. (*concluded*):
ice, increase in rates suspended.....
locomotive boilers, average age.....
locomotive boilers inspected.....
transverse fissures reported.....
Central New York Power Co., lighting rates gas.....
Central New York Southern Railroad Corp.:
broken rails reported.....
Ithaca, grade crossing elimination.....
locomotive boilers inspected.....
Central Square, lighting rates electricity.....
Central Vermont Railroad Co., locomotive boilers inspected....
Certificates of public convenience and necessity.....
Champlain, lighting rates electricity.....
Champlain, monthly rates telephone service.....
Champlain Electric Co., lighting rates electricity.....
Champlain Telephone Co., monthly rates general service.....
Changes in operation, etc.....
Charlotte Valley Telephone Co., monthly rates general service.
Chasm Power Co., lighting rates electricity.....
Chateaugay, lighting rates electricity.....
Chateaugay, monthly rates telephone service.....
Chatham, lighting rates electricity.....
Chatham, monthly rates telephone service.....
Chatham Electric Light, Heat and Power Co., lighting rates ele
Chaumont, lighting rates electricity.....
Chaumont, monthly rates telephone service.....
Chautauqua County, apportionment grade crossing funds.....
Chautauqua Traction Co.:
accidents.....
Barcelona branch abandoned.....
freight rates, changes in.....
operating revenues.....
passenger fares, changes in.....
Cheektowaga, Town, grade crossing elimination.....
Chemung County, apportionment grade crossing funds.....
Chenango County, apportionment grade crossing funds.....
Chenango Valley Telephone Co., monthly rates general servic
Cherry Creek, lighting rates electricity.....
Cherry Creek, monthly rates telephone service.....
Cherry Valley, lighting rates electricity and gas.....
Cherry Valley, monthly rates telephone service.....
Cherry Valley Gas Co., lighting rates gas.....
Chester, lighting rates electricity.....
Chester, Town, grade crossing elimination.....
Chittenango, lighting rates electricity.....
Chittenango Falls, monthly rates telephone service.....
Chuctanunda Gas Light Co.:
lighting rates gas.....
rates, changes in.....
Churchville, lighting rates electricity and gas.....
Churchville, monthly rates telephone service.....
Churchville, Village, franchise, construction, etc.....
Churchville, Village, lighting rates electricity.....
Churchville Oil and Natural Gas Co., lighting rates gas.....
Clayton, lighting rates electricity.....
Clayton, monthly rates telephone service.....
Clayville, lighting rates electricity.....
Clayville, monthly rates telephone service.....
Cleveland, monthly rates telephone service.....
Clifton Springs, lighting rates electricity and gas.....

Digitized by Google

PAGE

Clifton Springs, monthly rates telephone service 144
Clifton Springs, tests of gas 127, 128, 129
Clifton Springs, Village, lighting rates electricity 133
Clifton Springs Sanitarium Co., lighting rates gas 133
Clinton, lighting rates electricity 133
Clinton, monthly rates telephone service 144
Clinton, Village, lighting rates electricity 133
Clinton County, apportionment grade crossing funds 56
Clyde, lighting rates electricity 133
Clyde, monthly rates telephone service 144
Clyde, Town, grade crossing elimination 52
Coal gas corporations, results of operations 98
Cobleskill, lighting rates electricity 133
Cobleskill, monthly rates telephone service 144
Cobleskill, Town, grade crossing elimination 54
Cohocton, lighting rates electricity 133
Cohocton, monthly rates telephone service 144
Cohoes, lighting rates electricity and gas 133
Cohoes, monthly rates telephone service 144
Cohoes, passenger fares 62, 63
Cohoes, tests of gas 126, 128, 129
Cohoes Power and Light Corp., lighting rates electricity and gas 133
Cold Brook, lighting rates electricity 133
Cold Brook, monthly rates telephone service 144
Cold Spring, lighting rates electricity 133
Cold Spring, monthly rates telephone service 144
Cold Spring Light, Heat and Power Co., lighting rates electricity 133, 137
Collisions, electric cars and automobiles 68, 69
Colonie, Town, grade crossing elimination 54
Columbia and Rensselaer Telephone and Telegraph Co., monthly rates general service ... 149, 155
Columbia County, apportionment grade crossing funds 56
Columbia Telephone Co., monthly rates general service 142, 147, 150, 153, 155
Commodity charge, electricity and gas 73
Commodity rates sand, etc., suspended 89
Complaints received and adjusted 16
Complaints service, etc., electric railroads 70
Consolidated Electric Co., lighting rates electricity 133, 135, 138, 139
Consolidated Light and Power Co., Whitehall:
  electric service extension 78
  lighting rates electricity 140
Constableville, monthly rates telephone service 144
Consumers Natural Gas Co., lighting rates gas 136, 140
Cooperstown, lighting rates electricity 133
Cooperstown, monthly rates telephone service 144
Copenhagen, lighting rates electricity 133
Copenhagen, monthly rates telephone service 144
Corfu, lighting rates electricity and gas 133
Corfu, monthly rates telephone service 144
Corinth, lighting rates electricity 133
Corinth Electric Light and Power Co., lighting rates electricity 133
Corning, lighting rates electricity and gas 133
Corning, monthly rates telephone service 144
Corning, passenger fares 62, 63
Corning, tests of gas 127, 128, 129
Corning and Painted Post Street Railway:
  operating revenues 60
  passenger fares 62, 63
Corning Light and Power Corp.:
  bonds, issue, etc 37
  lighting rates electricity and gas 133, 137
Cornwall, lighting rates electricity 133

Digitized by Google

PAGE

Cornwall, monthly rates telephone service 144
Cornwall, Village, grade crossing elimination 54
Cornwall Telephone Co., monthly rates general service 144, 155
Corporations under jurisdiction 18
Correspondence complaints received and adjusted 16
Cortland, lighting rates electricity and gas 133
Cortland, monthly rates telephone service 144
Cortland, passenger fares 62, 63
Cortland, tests of gas 126, 128, 129
Cortland County, apportionment grade crossing funds 56
Cortland County Traction Co.:
  cost of fuel generating electricity 104
  inspections 66
  lighting rates electricity 133, 135, 136
  operating revenues 60
  passenger fares 62, 63
Cortlandville, Town, grade crossing elimination 52, 56
Cost of fuel generating electricity 101–110
Counties, apportionment grade crossing funds 56
Coxsackie, lighting rates electricity 133
Coxsackie, monthly rates telephone service 144
Croghan, lighting rates electricity 133
Croghan, monthly rates telephone service 144
Croton-on-Hudson, lighting rates electricity 133
Croton-on-Hudson, monthly rates telephone service 144
Crystal City Gas Co., lighting rates gas 133
Cuba, lighting rates electricity and gas 134
Cuba, monthly rates telephone service 144
Cuba, Town, grade crossing elimination 54
Cuba Electric Co., Inc.:
  lighting rates electricity 134
  stock, issue, etc 36

Dannemora, monthly rates telephone service 144
Dansville, lighting rates electricity and gas 134
Dansville, monthly rates telephone service 144
Dansville, tests of gas 127, 128, 129
Dansville Gas and Electric Co.:
  cost of fuel generating electricity 102
  lighting rates electricity and gas 134
Darien Telephone Co., monthly rates general service 142, 144, 155
Deer River Power Co., lighting rates electricity 133, 140
Defects in equipment, steam railroads 42
Delaware and Hudson Co.:
  Afton, grade crossing elimination 53, 54
  Albany, grade crossing elimination 54
  bonds and notes, issue, etc 35
  broken rails reported 124
  Cobleskill, grade crossing elimination 54
  Colonie, grade crossing elimination 54
  Duanesburgh, grade crossing elimination 52, 53
  examination of mortgage 29
  Fenton, grade crossing elimination 54
  grade crossing funds apportioned 57
  locomotive boilers, average age 44
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
  Maryland, grade crossing elimination 54
  oil burning locomotives in Adirondacks 45
  restraining order vacated 8
  Richmondville, grade crossing elimination 53

Digitized by Google

PAGE
transverse fissures reported 41
Worcester, grade crossing elimination 54
Delaware and Northern Railroad Co.:
broken rails reported 124
locomotive boilers inspected 43
Delaware and Otsego Light and Power Co., lighting rates electricity 134, 137
Delaware County, apportionment grade crossing funds 56
Delaware County Electric Light and Power Co., lighting rates electricity 134
Delaware, Lackawanna and Western Railroad Co.:
broken rails reported 124
Buffalo, grade crossing elimination 52
Cheektowaga and Sloan, grade crossing elimination 53, 55, 57
Cortlandville, grade crossing elimination 52, 56
Lafayette and Fabius, grade crossing elimination 53
limestone, increase in rates suspended 89
grade crossing funds apportioned 57
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Nichols, grade crossing elimination 52, 54, 56
North Dansville, grade crossing elimination 54
restraining order vacated 8
Syracuse, grade crossing elimination 54
transverse fissures reported 41
Union, grade crossing elimination 52, 54
Delevan, lighting rates electricity 134
Delevan, monthly rates telephone service 144, 145
Delevan, Village, lighting rates electricity 134
Delhi, lighting rates electricity 134
Delhi, monthly rates telephone service 145
Delhi, Town, grade crossing elimination 53
Delhi Telephone Co., monthly rates general service 145, 152, 155
Depew, lighting rates electricity and gas 134
Depew, monthly rates telephone service 145
Depew and Lancaster Light, Power and Conduit Co.:
electric service extension 78
lighting rates electricity and gas 132, 134–136, 139
stock, etc., issue, etc 36
Deposit, lighting rates electricity 134
Deposit, monthly rates telephone service 145
DeRuyter, lighting rates gas 134
DeRuyter, Village, franchise, construction, etc 77
DeRuyter Gas Co., lighting rates gas 134
DeWitt, Town, grade crossing elimination 53
Dexter, lighting rates electricity 134
Dexter, monthly rates telephone service 145
Dickinson, Charles P., franchise, construction, etc 77
Division of Capitalization 28
Division of Electric Railroads 58
Division of Light, Heat, and Power 72
Division of Railroads, consolidation, etc 58
Division of Statistics and Accounts 20
Division of Steam Railroads 39
Division of Tariffs 85
Division of Telegraphs and Telephones 79
Dobbs Ferry, lighting rates electricity and gas 134
Dobbs Ferry, monthly rates telephone service 145
Dolgeville, lighting rates electricity 134
Dolgeville, monthly rates telephone service 145
Donner Steel Co.:
locomotive boilers inspected 43
locomotive boilers, new past three years 45

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Downsville Telephone Co.:
monthly rates general service.....
stock, issue, etc.....
Dresden, monthly rates telephone service.....
Dresser, A. H., transfer electric plant, etc.....
Dryden, lighting rates gas.....
Dryden, monthly rates telephone service.....
Dryden, Village, lighting rates gas.....
Duanesburgh, Town, grade crossing elimination.....
Dundee, lighting rates electricity.....
Dundee Electric Lighting Plant, lighting rates electricity.....
Dunkirk, automatic telephone service.....
Dunkirk, lighting rates electricity and gas.....
Dunkirk, monthly rates telephone service.....
Dunkirk, City, cost of fuel generating electricity.....
Dunkirk, City, lighting rates electricity.....
Dunkirk and Fredonia Telephone Co., monthly rates general se
Dutchess County, apportionment grade crossing funds.....
Dutchess Bleachery, Inc., lighting rates electricity.....
Dutchess Light, Heat and Power Co.:
cost of fuel generating electricity.....
lighting rates electricity.....

Earlville, lighting rates electricity.....
Earlville, monthly rates telephone service.....
Earlville Electric Light Co., lighting rates electricity.....
Earlville Telephone Co., monthly rates general service.....
East Aurora, lighting rates electricity and gas.....
East Aurora, monthly rates telephone service.....
East Aurora Electric Light Co.:
lighting rates electricity.....
stock, issue, etc.....
East Bloomfield, lighting rates gas.....
East Bloomfield, monthly rates telephone service.....
East Creek Electric Light and Power Co., merger, etc.....
Easthampton, Town, grade crossing elimination.....
East Hampton Electric Light Co., cost of fuel generating electr
East Randolph, lighting rates electricity.....
East Randolph, monthly rates telephone service.....
East Rochester, lighting rates electricity and gas.....
East Rochester, monthly rates telephone service.....
East Rockaway, lighting rates electricity and gas.....
East Syracuse, lighting rates electricity and gas.....
East Syracuse, monthly rates telephone service.....
Eastwood, lighting rates electricity and gas.....
Eastwood, monthly rates telephone service.....
Eaton-Morrisville Power Co., transfer electric plant, etc.....
Edison Electric Light and Power Co., Amsterdam, merger, et
Edwards, lighting rates electricity.....
Edwards Light and Power Co., lighting rates electricity.....
Effect of increased fares, electric railroads.....
Elba, lighting rates electricity.....
Elba, monthly rates telephone service.....
Elbridge, lighting rates electricity.....
Elbridge, monthly rates telephone service.....
Electric and gas rates, regulation, etc.....
Electric cars and automobiles, collisions.....
Electric Light Co., New Paltz, lighting rates electricity.....
Electric lighting, decrease in charges.....
Electric meters and standards.....
Electric plants, new, franchises, etc.....

Digitized by Google

PAGE
Electric railroad corporations, operating revenues 59
Electric railroad corporations, results of operations 24, 60, 94, 95
Electric railroad corporations, stocks, etc., authorized 35, 38
Electric railroad corporations under jurisdiction 18
Electric railroad mileage, decrease 24
Electric railroads, accidents 67
Electric railroads, changes in passenger fares 12, 60–65, 88
Electric railroads, complaints service, etc 70
Electric Railroads, consolidation of Division, etc 58
Electric railroads, fares and service 12
Electric railroads in charge of receivers 58
Electric railroads, inspections 66
Electric Railroads, report of Division 58
Electric railroads, signs at grade crossings 69
Electrical corporations, capitalization cases 73
Electrical corporations, changes in rates 88
Electrical corporations, results of operations 25, 96
Electrical corporations, stocks, etc., authorized 36, 38
Electrical corporations under jurisdiction 18
Electrical and gas corporations, results of operations 97
Electrical and gas corporations, stocks, etc., authorized 36, 38
Electrical and gas corporations under jurisdiction 18
Electricity, manufacture, etc 74
Electricity and gas, rate cases 72
Electricity and gas, rates for lighting 131–140
Eliminations grade crossings 50
Eliminations grade crossings, appropriations 55
Elizabethtown, lighting rates electricity 134
Elizabethtown, monthly rates telephone service 145
Elizabethtown Electric Plant, lighting rates electricity 134
Ellenville, lighting rates electricity 134
Ellenville, monthly rates telephone service 145
Ellenville Electric Co., lighting rates electricity 134
Ellicottville, lighting rates electricity 134
Ellicottville, monthly rates telephone service 145
Ellicottville Electric Light Co., lighting rates electricity 134
Ellisburg, monthly rates telephone service 145
Elmira, lighting rates electricity and gas 134
Elmira, Main street, grade crossing elimination 52, 54, 56
Elmira, monthly rates telephone service 145
Elmira, passenger fares 62, 63
Elmira, Corning and Waverly Railway:
  accidents 67, 68
  operating revenues 59
Elmira Heights, lighting rates electricity 134
Elmira Heights, monthly rates telephone service 145
Elmira Water, Light and Railroad Co.:
  accidents 68, 69
  bonds, authorization canceled 37
  bonds, issue, etc 36
  cost of fuel generating electricity 106
  lighting rates electricity and gas 134–137, 140
  operating revenues 59
  passenger fares 62, 63
  rates, changes in 88
Elmsford, lighting rates electricity and gas 134
Elmsford, monthly rates telephone service 145
Embargo in telephone service 81
Empire Coke Co.:
  notes, issue, etc 37
  sale gas plant, etc 29, 78

Digitized by Google

PAGE
Empire Gas and Electric Co.:
cost of fuel generating electricity 108
lighting rates electricity and gas 132–134, 136, 137, 139, 140
purchase gas plant, etc 29, 78
stock, issue, etc 37
Empire Gas and Fuel Co., Ltd., lighting rates gas 132, 134, 138, 140
Empire State Railroad Corp.:
accidents 67, 68, 69
bonds, etc., issue, etc 35
inspections 66
operating revenues 59
Oswego, one-man cars 70
passenger fares 62, 63
passenger fares, changes in 88
Empire Wood Pulp Co., lighting rates electricity 132
Endicott, lighting rates electricity 134
Endicott, monthly rates telephone service 145
Equipment steam railroads, inspections 42
Equipment trust agreements, railroads 30
Erie County, apportionment grade crossing funds 56
Erie County Natural Gas Fuel Co., Ltd., merger, etc 78
Erie County Traction Co., new name, reorganization, etc 58
Erie Railroad Co.:
Alexander, grade crossing elimination 52, 54, 56
Blooming Grove, grade crossing elimination 54
broken rails reported 124
Carrollton, grade crossing elimination 54
Cheektowaga and Sloan, grade crossing elimination 53, 55, 57
equipment trust notes, etc., issue, etc 35
grade crossing funds apportioned 57
Hinsdale, grade crossing elimination 52, 54
Jamestown, Buffalo street, grade crossing elimination 53, 56
Jamestown, Main street, grade crossing elimination 52, 55
Kirkwood, grade crossing elimination 54
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
restraining order vacated 8
Salamanca, grade crossing elimination 54
Springwater, grade crossing elimination 53
transverse fissures reported 41
Wallkill, grade crossing elimination 54
Warsaw, grade crossing elimination 52, 55, 56
Erie–Wyoming Telephone Co., monthly rates general service 142, 145, 155
Essex County, apportionment grade crossing funds 56
Evans, Town, grade crossing elimination 54
Everest, Frank E., franchise, construction, etc 77
Expenses of the Commission 17
Express companies under jurisdiction 18

Fabius, monthly rates telephone service 145
Fabius, Town, grade crossing elimination 53
Fair Haven, monthly rates telephone service 145
Fairport, lighting rates electricity and gas 134
Fairport, monthly rates telephone service 145
Fairport, Village, cost of fuel generating electricity 103
Fairport, Village, lighting rates electricity 134
Falconer, lighting rates electricity and gas 134
Falconer, monthly rates telephone service 145
Fares, electric railroads, increases 12, 60–65, 88
Fares, statutory limitations 7

Digitized by Google

PAGE
Fares, steam railroads, in effect January 1, 1921 8
Farm and Village Telephone Co., monthly rates general service 146, 155
Farmingdale, lighting rates electricity and gas 134
Farmingdale, monthly rates telephone service 145
Farnham, lighting rates electricity and gas 134
Farnham, monthly rates telephone service 145
Fayetteville, lighting rates electricity 134
Fayetteville, monthly rates telephone service 145
Federal control of railroads relinquished 39, 85
Fenton, Town, grade crossing elimination 54
Fillmore Electric Co., Inc.:
  electric service extension 78
  stock, issue, etc 36
  transfer franchises, etc 78
Fishkill, lighting rates electricity 134
Fishkill Electric Railway Co.:
  operating revenues 60
  passenger fares 62, 63
Fleischmanns, lighting rates gas 134
Fleischmanns, monthly rates telephone service 145
Floral Park, lighting rates electricity and gas 134
Floral Park, monthly rates telephone service 145
Florida, lighting rates electricity 134
Fonda, lighting rates electricity 134
Fonda, monthly rates telephone service 145
Fonda, Johnstown and Gloversville Railroad Co.:
  accidents 67, 68, 69
  broken rails reported 124
  locomotive boilers inspected 43
  operating revenues 59
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Forestport, monthly rates telephone service 145
Forest Preserves, use of locomotives in 45
Forestville, lighting rates gas 134
Forestville, monthly rates telephone service 146
Fort Ann, lighting rates electricity 134
Fort Ann, monthly rates telephone service 146
Fort Covington, lighting rates electricity 134
Fort Covington, monthly rates telephone service 146
Fort Covington Light, Heat and Power Co., lighting rates electricity 134
Fort Edward, lighting rates electricity and gas 134
Fort Edward, monthly rates telephone service 146
Fort Johnson, lighting rates electricity 134
Fort Johnson, monthly rates telephone service 146
Fort Plain, lighting rates electricity and gas 134
Fort Plain, monthly rates telephone service 146
Fort Plain Gas and Electric Light, Heat and Power Co., lighting rates electricity and gas 134
Fowler, Ellsworth, electric service extension 78
Franchises electric plants 77
Frankfort, lighting rates electricity and gas 134
Frankfort, monthly rates telephone service 146
Frankfort, Village, lighting rates electricity 134
Franklin, lighting rates electricity 134
Franklin County, apportionment grade crossing funds 56
Franklinville, lighting rates electricity 134
Franklinville, monthly rates telephone service 146
Fredonia, lighting rates electricity and gas 134
Fredonia, monthly rates telephone service 146
Fredonia Natural Gas Light Co., merger, etc 28
Freeport, lighting rates electricity and gas 134

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Freeport, monthly rates telephone service
Freeport, Village, cost of fuel generating electricity
Freeport, Village, lighting rates electricity
Freight rates, changes in
Freight terminal corporations under jurisdiction
Friendship, lighting rates gas
Friendship, monthly rates telephone service
Friendship Telephone Co., monthly rates general service
Frontier Electric Railway Co.:
  construction of railroad deferred
  crossings between Buffalo and Niagara Falls
  Tonawanda, etc., grade crossing eliminations
Frost Gas Co., lighting rates gas
Fuel, cost of, generating electricity
Fuel oil, use in Forest Preserves
Fulton, lighting rates electricity and gas
Fulton, monthly rates telephone service
Fulton, passenger fares
Fulton, tests of gas
Fulton Chain Electric Co., lighting rates electricity
Fulton County, apportionment grade crossing funds
Fulton County Gas and Electric Co.:
  lighting rates electricity and gas
  merger, issue stocks, etc
Fulton Fuel and Light Co.:
  lighting rates gas
  rates, changes in
Fulton Light, Heat and Power Co., lighting rates electricity
Fultonville, lighting rates electricity
Fultonville, monthly rates telephone service

Gainesville, lighting rates electricity
Gainesville, monthly rates telephone service
Gas and electrical corporations, results of operations
Gas and electricity, rate cases
Gas and electricity, rates for lighting
Gas and electric rates, regulations, etc
Gas corporations, capitalization cases
Gas corporations, changes in rates
Gas corporations, results of operations
Gas corporations, stocks, etc., authorized
Gas corporations under jurisdiction
Gas, increase in manufacturing costs
Gas inspections
Gas, manufacture, etc
Gas meters and provers
Gas Light Co., Waverly, lighting rates gas
Gasoline gas corporations under jurisdiction
Genesee County, apportionment grade crossing funds
Genesee and Wyoming Railroad Co.:
  locomotive boilers inspected
  locomotive boilers, new past three years
Genesee Light and Power Co.:
  bonds, etc., issue, etc
  electric service extension
  lighting rates electricity
Genesee River Railroad Co., grade crossing elimination
Genesee Valley Power Co.:
  lighting rates electricity
  transfer franchises, etc
Geneseo, lighting rates electricity and gas

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PAGE

Geneseo, monthly rates telephone service 146
Geneseo, tests of gas 127, 128, 129
Geneseo Gas Light Co., lighting rates electricity and gas 134
Geneva, automatic telephone service 82
Geneva, changes in passenger fares 64, 65
Geneva, lighting rates electricity and gas 134
Geneva, monthly rates telephone service 146
Geneva, one-man cars 71
Geneva, passenger fares 62, 63
Geneva, tests of gas 126, 128, 129
Geneva, Seneca Falls and Auburn Railroad Co.:
  Geneva, one-man cars 71
  inspections 66
  notes, issue, etc 35
  operating revenues 60
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Gest, Guion M., transfer franchises, etc 78
Glen Cove, lighting rates electricity and gas 134, 135
Glen Cove, monthly rates telephone service 146
Glen Cove, passenger fares 62, 63
Glen Cove, tests of gas 126, 128, 129
Glen Cove, City, grade crossing elimination 52
Glen Cove Light and Power Co., lighting rates electricity 134
Glen Cove Railroad Co.:
  inspections 66
  operating revenues 60
  passenger fares 62, 63
  passenger fares, changes in 88
Glen Park, lighting rates electricity 135
Glen Park, monthly rates telephone service 146
Glen Telephone Co., monthly rates general service 143, 145–150, 152, 155
Glens Falls, changes in passenger fares 64, 65
Glens Falls, lighting rates electricity and gas 135
Glens Falls, monthly rates telephone service 146
Glens Falls, passenger fares 62, 63
Glens Falls, tests of gas 126, 128, 129
Glens Falls Gas and Electric Light Co., lighting rates electricity and gas 135
Gloversville, lighting rates electricity and gas 135
Gloversville, monthly rates telephone service 146
Gloversville, passenger fares 62, 63
Gloversville, tests of gas 126, 128, 129
Goshen, lighting rates electricity and gas 135
Goshen, monthly rates telephone service 146
Goshen Illuminating Co., lighting rates gas 135
Gould, G. H. P., lighting rates electricity 136, 139
Gould, Harry P., electric service extension 78
Gouverneur, lighting rates electricity 135
Gouverneur, monthly rates telephone service 146
Government loans to railroads 30
Gowanda, lighting rates electricity and gas 135
Gowanda, monthly rates telephone service 146
Gowanda Natural Gas Co., lighting rates gas 135
Grade crossing eliminations 11, 50
Grade crossing eliminations, appropriations 55
Grade crossing eliminations, expenses, etc 18
Grade crossing funds, apportionments 56
Grade crossings, number eliminated 52
Grade crossings, protection, etc 49
Granby & Hemenway Gas Co., Inc., lighting rates gas 137

Digitized by Google

PAGE

Grand Trunk Railroad Co.:
broken rails reported 124
inspections of locomotives 42
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Granville, lighting rates electricity and gas 135
Granville, monthly rates telephone service 146
Granville, tests of gas 127, 128, 129
Granville Electric and Gas Co.:
bonds, authorization canceled 37
lighting rates electricity and gas 135
rates, changes in 88
Granville Telephone Co., monthly rates general service 143, 146, 152, 154, 155
Grasse River Railroad Corp., locomotive boilers inspected 43
Great Bear Light and Power Co., lighting rates electricity 138
Great Neck Estates, monthly rates telephone service 146
Great Neck Estates, lighting rates electricity and gas 135
Great South Bay Ferry Co., permit to operate electric railroad denied 58
Great Valley, Town, grade crossing elimination 53
Greene, lighting rates electricity 135
Greene, monthly rates telephone service 146
Greene, Village, lighting rates electricity 135
Greene County, apportionment grade crossing funds 56
Green Island, lighting rates electricity and gas 135
Green Island, monthly rates telephone service 146
Green Island, Village, lighting rates electricity 135
Greenport, lighting rates electricity 135
Greenport, monthly rates telephone service 146
Greenport, Village, lighting rates electricity 135
Greenwich and Johnsonville Railroad Co., broken rails reported 124
Greenwich, lighting rates electricity 135
Greenwich, monthly rates telephone service 146
Gregory Electric Co., Inc., lighting rates electricity 136
Griffing, Ralph A., lighting rates electricity 137
Groton, lighting rates electricity 135
Groton, monthly rates telephone service 146
Guilderland, Town, grade crossing elimination 54

Hadley Light and Power Co., Inc.:
franchise, construction, etc 77
stock, issue, etc 36
Hagaman, lighting rates electricity 135
Hagaman, monthly rates telephone service 146
Halfmoon Light, Heat and Power Co., lighting rates electricity and gas 136, 139
Hamblin, E. S., Co., lighting rates electricity 137
Hamburg, lighting rates electricity and gas 135
Hamburg, monthly rates telephone service 146
Hamburg Railway Co.:
merger dissolved, etc 59
passenger fares 62, 63
Hamden Electric Light Co., Inc., franchise, construction, etc 77
Hamilton, lighting rates electricity 135
Hamilton, monthly rates telephone service 146
Hamilton, Village, lighting rates electricity 135
Hamilton County, apportionment grade crossing funds 56
Hammond, lighting rates electricity 135
Hammond Light and Power Co., lighting rates electricity 135
Hammondsport, lighting rates electricity 135
Hammondsport Electric Light Co.:
electric service extension 78
lighting rates electricity 135

Digitized by Google

PAGE
Hancock, lighting rates electricity 135
Hannibal, lighting rates electricity 135
Hardman, L. A., lighting rates gas 138
Hardman, L., & Sons Gas Co., lighting rates gas 138
Harriman, monthly rates telephone service 146
Harrisville, lighting rates electricity 135
Harrisville, monthly rates telephone service 146
Harrisville Electric Light and Power Co., lighting rates electricity 135
Hastings, lighting rates electricity and gas 135
Hastings-on-Hudson, monthly rates telephone service 146
Haverstraw, lighting rates electricity and gas 135
Haverstraw, monthly rates telephone service 147
Haverstraw, tests of gas 127, 128, 129
Hearings before Commission 16
Heat, Light, and Power, report of Division 72
Heffernan, Richard E., transfer franchises, etc 78
Hempstead, lighting rates electricity and gas 135
Hempstead, monthly rates telephone service 147
Hempstead, tests of gas 126, 128, 129
Henderson, lighting rates electricity 135
Henderson, monthly rates telephone service 147
Herkimer, lighting rates electricity and gas 135
Herkimer, monthly rates telephone service 147
Herkimer, Village, cost of fuel generating electricity 104
Herkimer, Village, lighting rates electricity 135
Herkimer, Town, grade crossing elimination 52, 54
Herkimer County, apportionment grade crossing funds 56
Hermon, lighting rates electricity 135
Hermon, monthly rates telephone service 147
Hermon Electric Light Co., lighting rates electricity 135
Hermon Telephone Co., monthly rates general service 147, 155
Heuvelton, lighting rates electricity 135
Heuvelton, monthly rates telephone service 147
Highland Falls, lighting rates electricity 135
Highland Falls, monthly rates telephone service 147
Highland Telephone Co., monthly rates general service 146, 149, 153, 155
Highway grade crossing accidents 49
Highway grade crossings, signs, etc 69
Hillburn, lighting rates electricity 135
Hillburn, monthly rates telephone service 147
Hilton, monthly rates telephone service 147
Hilton Telephone Co., monthly rates general service 147, 155
Hinsdale, Town, grade crossing elimination 52, 54
Hobart, lighting rates electricity 135
Hobart, monthly rates telephone service 147
Holcomb, lighting rates gas 135
Holcomb, monthly rates telephone service 147
Holland Patent, lighting rates electricity 135
Holland Patent, monthly rates telephone service 147
Holley, lighting rates electricity 135
Holley, monthly rates telephone service 147
Holley, Village, lighting rates electricity 135
Holmes Bros., electric service extension 78
Homer, lighting rates electricity and gas 135
Homer, monthly rates telephone service 147
Honeoye Falls, lighting rates electricity and gas 135
Honeoye Falls, monthly rates telephone service 147
Hoosick Falls, lighting rates electricity 135
Hoosick Falls, monthly rates telephone service 147
Hornell, changes in passenger fares 64, 65
Hornell, lighting rates electricity and gas 135

Digitized by Google

PAGE

Hornell, monthly rates telephone service 147
Hornell, passenger fares 62, 63
Hornell Electric Co.:
  cost of fuel generating electricity 103
  electric service extension 78
  lighting rates electricity 135
Hornell Gas Light Co., lighting rates gas 135
Hornell Traction Co.:
  accidents 67, 68
  operated by receiver 58
  operating revenues 60
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Horseheads, lighting rates electricity 135
Horseheads, monthly rates telephone service 147
Hudson, changes in passenger fares 64, 65
Hudson, lighting rates electricity and gas 135
Hudson, monthly rates telephone service 147
Hudson, passenger fares 62, 63
Hudson, tests of gas 126, 128, 129
Hudson Falls, lighting rates electricity and gas 135
Hudson Falls, monthly rates telephone service 147
Hudson River and Eastern Traction Co.:
  operating revenues 60
  passenger fares, changes in 88
Hudson Valley Railway Co.:
  accidents 67, 69
  operating revenues 59
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Hunter, lighting rates electricity 135
Hunter, monthly rates telephone service 147
Huntington, tests of gas 126, 128, 129
Huntington, William, lighting rates electricity 139
Huntington Railroad Co.:
  operating revenues 60
  operations discontinued, etc 24, 58, 59
Huntington Traction Co., Inc.:
  bonds, etc., issue 35
  certificate public convenience, etc 58
Hydro-electric power, generation, etc 14
Hyser, William T., lighting rates electricity 132

Ice, increase in rates suspended 89
Ilion, lighting rates electricity and gas 135
Ilion, monthly rates telephone service 147
Ilion, Village, lighting rates electricity 135
Increased rates of fare, electric railroads 12, 60–65, 88
Inspections electric and gas plants and lines 74
Inspections electric railroads 66
Inspections equipment, steam railroads 42
Inspections gas 76, 125–129
Inspections locomotive boilers 43
Inspections railroads 40
Inspections structures, grade crossings 57
Interlaken, lighting rates electricity 135
Interlaken, monthly rates telephone service 147
International Railway Co.:
  accidents 67, 68, 69
  bonds, etc., issue, etc 35
  Lockport, one-man cars 71

Digitized by Google

PAGE

North Tonawanda, grade crossing elimination 54
operating revenues 59
passenger fares 62, 63
passenger fares, changes in 64, 65, 88
Interstate Commerce Commission, order as to rates and fares 7
Intrastate fares 7
Investigation telephone rates, etc., New York city 17
Iroquois Natural Gas Co.:
lighting rates gas 132–139
merger, etc. 78
Iroquois Utilities, Inc.:
cost of fuel generating electricity 102
electric service extension 78
lighting rates electricity 133–135, 138, 139
Irvington, lighting rates electricity and gas 135
Irvington, monthly rates telephone service 147
Ithaca, changes in passenger fares 64, 65
Ithaca, lighting rates electricity and gas 135
Ithaca, monthly rates telephone service 147
Ithaca, passenger fares 62, 63
Ithaca, tests of gas 128, 128, 129
Ithaca, City, grade crossing elimination 54
Ithaca Traction Corp.:
accidents 67, 68, 69
inspections 66
operating revenues 59
passenger fares 62, 63
passenger fares, changes in 64, 65

Jamestown, Buffalo street, grade crossing elimination 53, 56
Jamestown, changes in passenger fares 64, 65
Jamestown, lighting rates electricity and gas 135
Jamestown, Main street, grade crossing elimination 52, 55
Jamestown, monthly rates telephone service 147
Jamestown, passenger fares 62, 63
Jamestown, City, cost of fuel generating electricity 105
Jamestown, City, lighting rates electricity 135
Jamestown Lighting and Power Co., lighting rates electricity 133–135
Jamestown Street Railway Co.:
accidents 68, 69
operating revenues 59
passenger fares 62, 63
passenger fares, changes in 64, 65, 88
Jamestown Telephone Corp., monthly rates general service 143–145, 147, 148, 151, 155
Jamestown, Westfield and Northwestern Railroad Co.:
freight rates, changes in 88
operating revenues 59
passenger fares, changes in 88
Jefferson County, apportionment grade crossing funds 56
Johnson City, lighting rates electricity and gas 135
Johnson City, monthly rates telephone service 147
Johnstown, lighting rates electricity and gas 135
Johnstown, monthly rates telephone service 147
Johnstown, passenger fares 62, 63
Jordan, lighting rates electricity 135
Jordan, monthly rates telephone service 147
Jordan Electric Light and Power Co., lighting rates electricity 134, 135
Judge, William J., lighting rates gas 133
Juengst, Geo., and Sons, lighting rates electricity 132
Jurisdiction telephone corporations 83

Digitized by Google

Kanes Falls Electric Co., lighting rates electricity.....
Katonah Lighting Co., cost of fuel generating electricity.....
Kaydeross Railroad Corp.:
freight rates, changes in.....
operating revenues.....
Keeseville, lighting rates electricity.....
Keeseville, monthly rates telephone service.....
Keeseville Telephone Co., monthly rates general service.....
Kenmore, lighting rates electricity and gas.....
Kenmore, monthly rates telephone service.....
Kenmore, Village, lighting rates gas.....
Kenwood Electric Light Co., lighting rates electricity.....
Keystone Gas Co., lighting rates gas.....
Kinderhook, lighting rates electricity.....
Kinderhook, monthly rates telephone service.....
Kings County, apportionment grade crossing funds.....
Kingston, Broadway, grade crossing elimination.....
Kingston, Cornell street, grade crossing elimination.....
Kingston, lighting rates electricity and gas.....
Kingston, monthly rates telephone service.....
Kingston, passenger fares.....
Kingston, Rondout bridge, grade crossing.....
Kingston, tests of gas.....
Kingston Consolidated Railroad Co.:
inspections.....
operating revenues.....
passenger fares.....
Kingston Gas and Electric Co., lighting rates electricity and ga
Kirkwood, Town, grade crossing elimination.....

Lackawanna, lighting rates electricity and gas.....
Lackawanna, monthly rates telephone service.....
Lackawanna, passenger fares.....
Lacona, lighting rates gas and electricity.....
Lacona, monthly rates telephone service.....
Lafayette, Town, grade crossing elimination.....
Lake Champlain and Moriah Railroad Co., locomotive boilers
Lake George, lighting rates electricity.....
Lake George, monthly rates telephone service.....
Lake Placid, lighting rates electricity.....
Lake Placid, monthly rates telephone service.....
Lake Placid, Village, lighting rates electricity.....
Lake Shore Electric Co., lighting rates electricity.....
Lakewood, lighting rates electricity.....
Lakewood, monthly rates telephone service.....
Lancaster, lighting rates electricity and gas.....
Lancaster, monthly rates telephone service.....
Lancaster, Town, grade crossing elimination.....
Larchmont, lighting electricity and gas.....
Larchmont, monthly rates telephone service.....
LaSalle, lighting rates electricity .....
LaSalle, monthly rates telephone service .....
LaSalle Electric Corp., lighting rates electricity .....
Laurens, lighting rates electricity.....
Laurens, monthly rates telephone service.....
Lawrence, lighting rates electricity and gas.....
Lawrence, monthly rates telephone service.....
Lawrence Park Heat, Light and Power Co., lighting rates el
Lebanon Valley Lighting Co., issue stock, etc.....
Lehigh and Hudson River Railway Co.:
broken rails reported.....

Digitized by Google

PAGE

Chester, grade crossing elimination 53
grade crossing funds apportioned 57
locomotive boilers inspected 43
locomotive boilers, new past three years 45
stock, issue, etc 35
Lehigh and New England Railroad Co., locomotive boilers inspected 43
Lehigh Valley Railroad Co.:
Alden and Lancaster, grade crossing elimination 53
Barton, grade crossing elimination 53
broken rails reported 124
Caledonia, grade crossing elimination 53
Cheektowaga and Sloan, grade crossing elimination 53, 55, 57
grade crossing funds apportioned 57
LeRoy, grade crossing elimination 54
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
restraining order vacated 8
transverse fissures reported 41
Victor, grade crossing elimination 52, 54, 55
Leicester, lighting rates gas 136
Leicester, monthly rates telephone service 148
LeRoy, lighting rates electricity and gas 136
LeRoy, monthly rates telephone service 148
LeRoy, Town, grade crossing elimination 54
LeRoy Hydraulic Electric Gas Co.:
cost of fuel generating electricity 103
lighting rates electricity 136
Lewis and Hall Telephone Co., monthly rates general service 148, 155
Lewis County, apportionment grade crossing funds 56
Lewiston, lighting rates electricity 136
Lewiston, monthly rates telephone service 148
Lewiston, Town, grade crossing elimination 52, 53
Lewiston and Lake Ontario Shore Power Co.:
bonds, issue, etc 37
electric service extension 78
lighting rates electricity 136, 140
Liberty, lighting rates electricity 136
Liberty, monthly rates telephone service 148
Liberty Light and Power Co.:
cost of fuel generating electricity 103
lighting rates electricity 136
Light, Heat, and Power, report of Division 72
Lighting rates electricity and gas 131–140
Lima, lighting rates electricity and gas 136
Lima, monthly rates telephone service 148
Lima–Honeoye Electric Light and Railroad Co., lighting rates electricity 135, 136
Limestone, increase in rates suspended 89
Limestone, monthly rates telephone service 148
Line and plant inspections, electricity and gas 74
Lisle, monthly rates telephone service 148
Little Falls, lighting rates electricity and gas 136
Little Falls, monthly rates telephone service 148
Little Falls, passenger fares 62, 63
Little Valley, lighting rates electricity and gas 136
Little Valley, monthly rates telephone service 148
Little Valley, Village, lighting rates electricity 136
Liverpool, lighting rates electricity 136
Liverpool, monthly rates telephone service 148
Livingston County, apportionment grade crossing funds 56

Digitized by Google

PAGE
Livingston-Niagara Power Co., lighting rates electricity 133
Livonia, lighting rates electricity 136
Livonia, monthly rates telephone service 148
Livonia Light and Heat Co., lighting rates electricity 136
Lockport, lighting rates electricity and gas 136
Lockport, monthly rates telephone service 148
Lockport, one-man cars 71
Lockport, passenger fares 62, 63
Lockport, tests of gas 126, 128, 129
Lockport Light, Heat and Power Co.:
  cost of fuel generating electricity 108
  lighting rates electricity and gas 136
  notes, etc., issue, etc 36
  rates, changes in 88
Locomotive boiler inspections 43
Locomotive boilers, new past three years 45
Locomotives assigned to service in State 42
Locomotives in Forest Preserves 45
Long Beach, lighting rates electricity and gas 136
Long Beach, monthly rates telephone service 148
Long Beach Gas Co., lighting rates gas 136
Long Beach Power Co.:
  cost of fuel generating electricity 103
  lighting rates electricity 136
Long Island Gas Corp., lighting rates gas 138, 139
Long Island Lighting Co.:
  cost of fuel generating electricity 105
  electric service extension 78
  lighting rates electricity and gas 132, 134, 137, 139
  stock, issue, etc 36
Long Island Railroad Co.:
  broken rails reported 124
  Brookhaven, grade crossing elimination 53, 55
  Easthampton, grade crossing elimination 52, 54, 56
  Glen Cove, grade crossing elimination 52
  grade crossing funds apportioned 57
  locomotive boilers, average age 44
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
  notes, etc., issue, etc 35
  Southampton, grade crossing elimination 52, 54, 56
  transverse fissures reported 41
Louisville Power Corp., franchise, construction, etc 77
Lowville, lighting rates electricity 136
Lowville, monthly rates telephone service 148
Lynbrook, lighting rates electricity and gas 136
Lynbrook, monthly rates telephone service 148
Lyndonville, lighting rates electricity 136
Lyndonville, monthly rates telephone service 148
Lyons, lighting rates electricity and gas 136
Lyons, monthly rates telephone service 148
Lyons Falls, lighting rates electricity 136
Lyons Falls, monthly rates telephone service 148

McDonnell, Alfred C., lighting rates gas 132
McGrawville, lighting rates electricity 136
Macedon, lighting rates electricity 136
Macedon, monthly rates telephone service 148
Macedon, Village, lighting rates electricity 136
Madison, lighting rates electricity 136
Madison County, apportionment grade crossing funds 56

Digitized by Google

PAGE
Malone, lighting rates electricity and gas 136
Malone, monthly rates telephone service 148
Malone, tests of gas 127, 128, 129
Malone Light and Power Co.:
bonds, issue, etc. 37
lighting rates electricity and gas 136
transfer franchises, etc. 78
Mamakating, Town, grade crossing elimination 53
Mamaroneck, lighting rates electricity and gas 136
Mamaroneck, monthly rates telephone service 148
Manchester, lighting rates electricity 136
Manchester, monthly rates telephone service 148
Manlius, lighting rates electricity 136
Manlius, monthly rates telephone service 148
Mannsville, lighting rates electricity 136
Mannsville, monthly rates telephone service 148
Marathon, lighting rates electricity 136
Marathon, Village, lighting rates electricity 136
Marcellus, lighting rates electricity 136
Marcellus, monthly rates telephone service 148
Marcellus Lighting Co., Inc., lighting rates electricity 136
Marcellus Telephone Co., monthly rates general service 148, 155
Margaretville, lighting rates gas 136
Margaretville Gas Light Co., lighting rates gas 136
Marion Railway Corp., issue bonds, etc. 35
Marlboro, lighting rates electricity 136
Marlboro, monthly rates telephone service 148
Marquis Telephone and Telegraph Co.:
bonds, issue, etc. 38
monthly rates general service 149, 155
Maryland, Town, grade crossing elimination 54
Massena, lighting rates electricity 136
Massena, monthly rates telephone service 148
Massena Electric Light and Power Co., lighting rates electricity 136
Matthews, Ralph Y., lighting rates electricity 139
Mayfield, lighting rates electricity 136
Mayfield, monthly rates telephone service 148
Mayville, lighting rates electricity and gas 136
Mayville, monthly rates telephone service 148
Mayville, Village, lighting rates electricity 136
Mayville Telephone Co., monthly rates general service 148, 155
M. B. Light and Power Co., lighting rates electricity 137
Mechanicville, lighting rates electricity and gas 136
Mechanicville, monthly rates telephone service 148
Mechanicville, passenger fares 62, 63
Mechanicville, tests of gas 127, 128, 129
Medina, lighting rates electricity 136
Medina, monthly rates telephone service 148
Ments, Town, grade crossing elimination 54
Mergers, consolidations, etc. 28
Meters and provers, gas 76
Meters and standards, electric 75
Mexico, lighting rates electricity 136
Mexico, monthly rates telephone service 148
Mexico Electric Co., lighting rates electricity 136, 137
Michigan Central Railroad Co.:
inspections of locomotives 42
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Middleburgh, lighting rates electricity 136

Digitized by Google

PAGE

Middleburgh and Schoharie Electric Light, Heat and Power Co., lighting rates electricity..136, 138
Middleport, lighting rates electricity..... 136
Middleport, monthly rates telephone service..... 148
Middleport Gas and Electric Light Co., lighting rates electricity..... 136
Middletown, lighting rates electricity and gas..... 136
Middletown, monthly rates telephone service..... 149
Middletown, passenger fares.....62, 63
Middletown, tests of gas.....126, 128, 129
Middletown, City, grade crossing elimination..... 54
Middleville, lighting rates electricity..... 136
Middleville, monthly rates telephone service..... 149
Middleville Electric Light Co., lighting rates electricity..... 136
Milford, lighting rates electricity..... 136
Milford, monthly rates telephone service..... 149
Millbrook, lighting rates electricity and gas..... 136
Millbrook, monthly rates telephone service..... 149
Millbrook Gas and Electric Co., lighting rates gas..... 136
Millerton, lighting rates electricity..... 136
Millerton Electric Light Co., lighting rates electricity..... 136
Milling and Lighting Co.:
  electric service extension..... 78
  stock, issue, etc..... 36
  transfer franchises, etc..... 78
Mineola, lighting rates electricity and gas..... 136
Minoa, lighting rates electricity..... 136
Minoa, monthly rates telephone service..... 149
Mohawk, lighting rates electricity and gas..... 136
Mohawk, monthly rates telephone service..... 149
Mohawk, Village, lighting rates electricity..... 136
Mohawk Edison Co., change of name, etc.....25, 32, 78
Mohawk Gas Co., merger, etc..... 25
Mohawk Hydro-Electric Co., merger, etc.....29, 78
Monroe, lighting rates electricity..... 136
Monroe, monthly rates telephone service..... 149
Monroe County, apportionment grade crossing funds..... 56
Montgomery, lighting rates electricity..... 136
Montgomery, monthly rates telephone service..... 149
Montgomery County, apportionment grade crossing funds..... 56
Montgomery Electric Light and Power Co., lighting rates electricity.....133, 137, 139
Monthly rates for general telephone service.....141-155
Monticello, lighting rates electricity..... 136
Monticello, monthly rates telephone service..... 149
Monticello Telephone Co., monthly rates general service.....149, 155
Montour Falls, lighting rates electricity and gas..... 136
Montour Falls, monthly rates telephone service..... 149
Mooers, lighting rates electricity..... 136
Mooers, monthly rates telephone service..... 149
Mooers Electric Light Co., lighting rates electricity..... 136
Moravia, lighting rates electricity..... 136
Moravia, monthly rates telephone service..... 149
Moravia Electric Light, Heat and Power Co., lighting rates electricity..... 136
Morris, lighting rates electricity..... 136
Morris Light and Power Corp.:
  lighting rates electricity..... 136
  stock, issue, etc..... 36
Morristown, lighting rates electricity..... 136
Morristown, monthly rates telephone service..... 149
Morrisville, lighting rates electricity..... 137
Morrisville, monthly rates telephone service..... 149
Morrisville Telephone Co., monthly rates general service.....149, 155
Mortgages, new form, etc..... 29

Digitized by Google

PAGE
Moses Bros., transfer electric plant, etc. 78
Mountain Gas Co., lighting rates gas 138
Mountain Home Telephone Co.:
bonds, etc., issue, etc. 38
monthly rates general service 143-153, 155
Mount Beacon Railway Co., operating revenues 60
Mount Kisco, lighting rates electricity 137
Mount Kisco, monthly rates telephone service 149
Mount Morris, lighting rates electricity and gas 137
Mount Morris, monthly rates telephone service 149
Mount Morris Illuminating Co., lighting rates electricity 137
Mount Vernon, Broad street, grade crossing elimination 52, 55
Mount Vernon, Fifth street, grade crossing elimination 53
Mount Vernon, lighting rates electricity and gas 137
Mount Vernon, monthly rates telephone service 149
Mount Vernon, one-man cars 71
Mount Vernon, passenger fares 62, 63
Mount Vernon, tests of gas 126, 128, 129
Munch, Frederick W. and M. L., transfer franchises, etc. 78
Municipal electric plants, reports, etc. 21
Municipal Gas Co., Albany:
cost of fuel generating electricity 109
electric service extension 78
lighting rates electricity and gas 132, 135, 139, 140
Murray Electric Light and Power Co., lighting rates electricity 136

Naples, lighting rates electricity and gas 137
Naples, monthly rates telephone service 149
Nassau, lighting rates electricity 137
Nassau, monthly rates telephone service 149
Nassau County, apportionment grade crossing funds 56
Nassau and Suffolk Lighting Co.:
bonds, issue, etc. 37
lighting rates gas 134-136, 138
Nassau County Railway Co.:
inspections 66
operating revenues 60
Nassau Light and Power Co.:
cost of fuel generating electricity 104
lighting rates electricity 134-136, 138
stock, issue, etc. 36
Natural gas, complaints received and adjusted 16
Natural gas corporations, results of operations 27, 99
Natural gas corporations under jurisdiction 18
Natural gas, industrial use restricted 14
Natural gas, shortage of supply, etc. 13, 75
Nelliston, lighting rates electricity 137
Nelliston, monthly rates telephone service 149
Nelsonville, lighting rates electricity 137
Nelsonville, monthly rates telephone service 149
Newark, lighting rates electricity and gas 137
Newark, monthly rates telephone service 149
Newark Valley, lighting rates electricity 137
Newark Valley, monthly rates telephone service 149
Newark Valley, Village, lighting rates electricity 137
New Berlin, lighting rates electricity 137
New Berlin, monthly rates telephone service 149
New Berlin Light and Power Co., lighting rates electricity 137
New Berlin Telephone Co., monthly rates general service 143, 149, 155
Newburgh, changes in passenger fares 64, 65
Newburgh, lighting rates electricity and gas 137

Digitized by Google

PAGE

Newburgh, monthly rates telephone service 149
Newburgh, one-man cars 71
Newburgh, passenger fares 62, 63
Newburgh, tests of gas 126, 128, 129
Newburgh, City, grade crossing elimination 52, 54, 56
Newfield, monthly rates telephone service 149
New Hartford, lighting rates electricity and gas 137
New Hartford, monthly rates telephone service 149
New Lisbon Farm Telephone Co., monthly rates general service 148, 149, 155
New locomotive boilers in service 45
New Palts, lighting rates electricity 137
New Palts, monthly rates telephone service 149
New Palts, Town, grade crossing elimination 53
New Palts, Highland and Poughkeepsie Traction Co., operating revenues 60
Newport, lighting rates electricity 137
Newport, monthly rates telephone service 149
Newport Electric Light and Power Co.:
  bonds, authorization canceled 37
  bonds, issue, etc 36
  electric service extension 78
  lighting rates electricity 133, 137, 138
Newport Telephone Co., Inc., monthly rates general service 144, 149, 151, 155
New Rochelle, lighting rates electricity and gas 137
New Rochelle, monthly rates telephone service 149
New Rochelle, one-man cars 71
New Rochelle, passenger fares 62, 63
New York city, automatic telephone service 82
New York city, hearings in by Commission 16
New York city, telephone rates and service 80
New York County, apportionment grade crossing funds 56
New York and Long Island Traction Co., accidents 68
New York and North Shore Traction Co., changes in passenger fares 88
New York and Pennsylvania Railway Co.:
  bonds, issue, etc 35
  locomotive boilers inspected 43
New York and Stamford Railroad Co.:
  accidents 67
  inspections 66
  notes, issue, etc 35
  operating revenues 59
  passenger fares, changes in 88
New York Central Railroad Co.:
  Altamont, grade crossing elimination 52, 53
  automatic train control, tests, etc 11, 47
  broken rails reported 124
  Camillus, grade crossing elimination 53, 54, 56
  Clyde, grade crossing elimination 52
  coal burning locomotives in Adirondacks 46
  Cornwall, grade crossing elimination 54
  equipment trust notes, etc., issue, etc 35
  grade crossing funds apportioned 57
  Guilderland, grade crossing elimination 54
  Herkimer, grade crossing elimination 52, 54
  Kingston, Broadway, grade crossing elimination 52, 53, 56
  Kingston, Cornell street, grade crossing elimination 52, 54, 56
  Lewiston, grade crossing elimination 52, 53
  locomotive boilers, average age 44
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
  Ments, grade crossing elimination 54
  Mount Vernon, Broad street, grade crossing elimination 52, 55
  Newburgh, grade crossing elimination 52, 54, 56

Digitized by Google

PAGE

New Paltz, grade crossing elimination 53
North Salem, grade crossing elimination 53
Ogdensburg, grade crossing elimination 53, 55
Perinton, grade crossing elimination 54
Remsen, grade crossing elimination 53
Rensselaer, grade crossing elimination 52, 54, 56
restraining order vacated 8
Rochester, grade crossing elimination 53, 54, 55, 57
Salina and DeWitt, grade crossing elimination 53
Saugerties, grade crossing elimination 52, 54, 56
statutory fares between Albany and Buffalo 8
Tarrytown, grade crossing elimination 54
Tonawanda and North Tonawanda, grade crossing eliminations 53
transverse fissures reported 41
Utica, highway grade crossing authorized 51, 54
Watertown, grade crossing elimination 53, 54, 55, 56
White Plains, grade crossing elimination 52, 55
Yonkers, grade crossing elimination 53, 54

New York, Chicago and St. Louis Railroad Co.:
bonds, issue, etc. 35
broken rails reported 124
Evans, grade crossing elimination 54
grade crossing funds apportioned 57
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45

New York, New Haven and Hartford Railroad Co.:
broken rails reported 124
grade crossing funds apportioned 57
locomotive boilers, average age 44
locomotive boilers inspected 43
locomotive boilers, new past three years 45
Mount Vernon, Fifth street, grade crossing elimination 53
transverse fissures reported 41

New York, Ontario and Western Railway Co.:
broken rails reported 124
Delhi, grade crossing elimination 53
grade crossing funds apportioned 57
locomotive boilers, average age 44
locomotive boilers inspected 43
Mamakating, grade crossing elimination 53
Middletown, grade crossing elimination 54
transverse fissures reported 41
Unadilla, grade crossing elimination 53

New York State Gas and Electric Corp.:
bonds, issue, etc. 37
cost of fuel generating electricity 109
lighting rates electricity and gas 133, 135, 137

New York State Railways:
accidents 67, 68, 69
bonds, issue, etc. 35
operating revenues 59
passenger fares 62, 63
passenger fares, changes in 64, 65, 88

New York Telephone Co.:
automatic service, etc. 82
investigation in New York city 17
merger, etc., Rochester 32
monthly rates general service 142–155
rates, changes in 88
rates, hearings on increases 79

Digitized by Google

PAGE

New York, Westchester and Boston Railway Co., operating revenues 59
New York, Westchester and Connecticut Traction Co., operating revenues 60
Niagara County, apportionment grade crossing funds 56
Niagara and Erie Power Co.:
  electric service extension 78
  lighting rates electricity 132–134, 137
  notes, etc., issue, etc 36
Niagara Electric Service Corp.:
  lighting rates electricity 137
  stock, issue, etc 36
Niagara Falls, lighting rates electricity and gas 137
Niagara Falls, monthly rates telephone service 149
Niagara Falls, passenger fares 62, 63
Niagara Falls, tests of gas 126, 128, 129
Niagara Falls, City, grade crossing elimination 53
Niagara Falls Gas and Electric Light Co., lighting rates electricity and gas 136, 137
Niagara Falls Power Co.:
  bonds, authorization canceled 37
  bonds, issue, etc 37
Niagara Gorge Railroad Co., operating revenues 59
Niagara Junction Railway Co., operating revenues 60
Niagara Light, Heat and Power Co., merger, etc 29
Niagara, Lockport and Ontario Power Co.:
  bonds, issue, etc 36
  cost of fuel generating electricity 110
  lighting rates electricity 132, 136, 138
Nichols, lighting rates gas 137
Nichols, Town, grade crossing elimination 52, 54, 56
Nichols Gas Co., lighting rates gas 137
Nicholville Electric Co., transfer franchises, etc 78
North Bangor, monthly rates telephone service 149
North Buffalo Natural Gas Fuel Co., merger, etc 29
North Collins, lighting rates electricity and gas 137
North Collins, monthly rates telephone service 149
North Collins Fuel and Supply Co., lighting rates gas 137
North Creek Telephone Co., changes in rates 88
North Dansville, Town, grade crossing elimination 54
Northern Adirondack Power Co., lighting rates electricity 135
Northern New York Utilities, Inc.:
  bonds, stock, etc., issue 32, 37
  electric service extension 78
  lighting rates electricity 132–136, 138–140
  rates, changes in 88
Northern Tioga Telephone Co., monthly rates general service 149, 155
Northern Wayne Electric Light and Power Co., lighting rates electricity 138, 140
Northern Westchester Lighting Co.:
  cost of fuel generating electricity 109
  lighting rates electricity and gas 132, 133, 137, 138
North Pelham, lighting rates electricity and gas 137
Northport, lighting rates electricity 137
Northport, monthly rates telephone service 149
Northport Traction Co.:
  inspections 66
  operating revenues 60
  passenger fares, changes in 88
North Salem, Town, grade crossing elimination 53
North Syracuse Light and Power Co., lighting rates electricity 133
North Tarrytown, lighting rates electricity and gas 137
North Tarrytown, monthly rates telephone service 149
North Tonawanda, lighting rates electricity and gas 137

Digitized by Google

PAGE

North Tonawanda, monthly rates telephone service 149
North Tonawanda, passenger fares 62, 63
North Tonawanda, City, grade crossing elimination 53, 54
Northville, lighting rates electricity 137
Northville, monthly rates telephone service 149
Northwestern Telephone Corp.:
  bonds, issue, etc 38
  monthly rates general service 143, 144, 146, 153–155
Norwich, lighting rates electricity and gas 137
Norwich, monthly rates telephone service 149
Norwich, tests of gas 126, 128, 129
Norwood, lighting rates electricity 137
Norwood, monthly rates telephone service 150
Norwood Electric Light and Power Co., lighting rates electricity 137
Nunda, lighting rates electricity 137
Nunda, monthly rates telephone service 150
Nunda Electric Light Co., Inc., lighting rates electricity 137
Nyack, lighting rates electricity and gas 137
Nyack, monthly rates telephone service 150
Nyack, tests of gas 126, 128, 129

Oakfield, lighting rates electricity 137
Oakfield, monthly rates telephone service 150
Odessa, lighting rates electricity 137
Ogdensburg, lighting rates electricity and gas 137
Ogdensburg, monthly rates telephone service 150
Ogdensburg, passenger fares 62, 63
Ogdensburg, tests of gas 126, 128, 129
Ogdensburg, City, grade crossing elimination 53, 55
Ogdensburg Gas Co., lighting rates gas 137
Ogdensburg Power and Light Co., lighting rates electricity 137
Ogdensburg Street Railway Co.:
  operating revenues 60
  passenger fares 62, 63
Ogden Telephone Co., monthly rates general service 152, 155
Old Forge, lighting rates electricity 137
Old Forge, monthly rates telephone service 150
Olean, lighting rates electricity and gas 137
Olean, monthly rates telephone service 150
Olean, passenger fares 62, 63
Olean Electric Light and Power Co.:
  bonds, issue, etc 36
  cost of fuel generating electricity 105
  lighting rates electricity 132, 134, 137
Oneida, lighting rates electricity and gas 137
Oneida, monthly rates telephone service 150
Oneida, passenger fares 62, 63
Oneida, tests of gas 126, 128, 129
Oneida Castle, lighting rates electricity 137
Oneida Castle, monthly rates telephone service 150
Oneida County, apportionment grade crossing funds 57
Oneida County Rural Telephone Co., monthly rates general service 147, 155
One-man cars 70
Oneonta, lighting rates electricity and gas 137
Oneonta, monthly rates telephone service 150
Oneonta, passenger fares 62, 63
Oneonta, tests of gas 126, 128, 129
Onondaga County, apportionment grade crossing funds 57
Ontario County, apportionment grade crossing funds 57
Ontario County Mutual Telephone Co., monthly rates general service 145, 147, 155

Digitized by Google

PAGE

Ontario Gas Co., merger, etc. 29
Operating revenues, electric railroad corporations 59
Oramel, monthly rates telephone service 150
Orange County, apportionment grade crossing funds 57
Orange and Rockland Electric Co.:
cost of fuel generating electricity 105
lighting rates electricity 133–136, 139
Orange County Public Service Corp.:
cost of fuel generating electricity 107
lighting rates electricity and gas 136–138
Orange County Telephone Co., monthly rates general service 149, 155
Orange County Traction Co.:
Newburgh, one-man cars 71
notes, issue, etc 35
operating revenues 59
passenger fares 62, 63
passenger fares, changes in 64, 65, 88
Oriskany, lighting rates electricity 137
Oriskany, monthly rates telephone service 150
Oriskany Falls, lighting rates electricity 137
Orleans County, apportionment grade crossing funds 57
Ossining, lighting rates electricity and gas 137
Ossining, monthly rates telephone service 150
Ossining, tests of gas 126, 128, 129
Oswego, lighting rates electricity and gas 137
Oswego, monthly rates telephone service 150
Oswego, one-man cars 70
Oswego, passenger fares 62, 63
Oswego, tests of gas 126, 128, 129
Oswego County, apportionment grade crossing funds 57
Oswego County Independent Telephone Co., monthly rates general service 146, 150, 155
Oswego River Power Transmission Co.:
bonds, authorization canceled 37
lighting rates electricity 134, 135
merger, etc 78
stock, issue, etc 36
Otego, lighting rates electricity 137
Otego, monthly rates telephone service 150
Otsego County, apportionment grade crossing funds 57
Otsego and Delaware Telephone Co., monthly rates general service 144, 149, 152, 155
Ovid, lighting rates electricity 137
Ovid Electric Co., lighting rates electricity 135, 137, 139
Owego, lighting rates electricity and gas 137
Owego, monthly rates telephone service 150
Owego, tests of gas 127, 128, 129
Owego Gas Light Co.:
changes in rates 88
lighting rates gas 137
Owego Light and Power Co., lighting rates electricity 137
Oxford, lighting rates electricity 137

Painted Post, lighting rates electricity 137
Painted Post, monthly rates telephone service 150
Palatine Bridge, lighting rates electricity 137
Palatine Bridge, monthly rates telephone service 150
Palmyra, lighting rates electricity and gas 137
Palmyra, monthly rates telephone service 150
Panama, lighting rates electricity 137
Panama, monthly rates telephone service 150
Panama Power Co., lighting rates electricity 137
Parish, lighting rates electricity 137

Digitized by Google

PAGE

Parish, monthly rates telephone service 150
Passenger fare increases 7
Passenger fares, changes in 88
Passenger fares in effect January 1, 1921 8
Passenger train operations 47
Passenger train service 9
Patchogue, lighting rates electricity and gas 137
Patchogue, monthly rates telephone service 150
Patchogue Electric Light Co.:
  cost of fuel generating electricity 104
  lighting rates electricity 132, 137
Patchogue Gas Co.:
  lighting rates gas 132, 137
  rates, changes in 88
Paul Smith's Electric Light and Power and Railroad Co.:
  lighting rates electricity 132, 138
  operating revenues 60
Paul Smith's Hotel Co., monthly rates telephone service 155
Pavilion Natural Gas Co.:
  lighting rates gas 132, 136, 137, 139
  rates, changes in 88
Pawling, lighting rates electricity 137
Pawling, monthly rates telephone service 150
Peaches, increase in rates suspended 89
Peekskill, lighting rates electricity and gas 137
Peekskill, monthly rates telephone service 150
Peekskill, tests of gas 126, 128, 129
Peekskill Lighting and Railroad Co.:
  cost of fuel generating electricity 109
  lighting rates electricity and gas 137
  operating revenues 60
  passenger fares, changes in 88
Pelham, lighting rates electricity and gas 137
Pelham, monthly rates telephone service 150
Pelham Manor, lighting rates electricity and gas 137
Pelham Manor, monthly rates telephone service 150
Pennsylvania Gas Co., lighting rates gas 134, 135
Pennsylvania Railroad Co.:
  broken rails reported 124
  Carrollton, grade crossing elimination 54
  Elmira, grade crossing elimination 52, 54, 56
  Evans, grade crossing elimination 54
  grade crossing funds apportioned 57
  locomotive boilers, average age 44
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
  Sherman, grade crossing elimination 52
  transverse fissures reported 41
Penn Yan, lighting rates electricity and gas 137
Penn Yan, monthly rates telephone service 150
Penn Yan, tests of gas 127, 128, 129
Penn Yan, Village, lighting rates electricity 137
Penn Yan & Lake Shore Railway:
  operated by receiver 58
  operating revenues 60
Penn Yan Gas Light Co., lighting rates gas 137
Peoples Gas and Electric Co., Oswego, lighting rates electricity and gas 137
Pere Marquette Railroad Co., locomotive boilers inspected 43
Perinton, Town, grade crossing elimination 54
Permanent way and structures 40
Perry, lighting rates electricity and gas 137

Digitized by Google

PAGE
Perry, monthly rates telephone service 150
Perry Electric Co., lighting rates electricity 137
Perry Telephone Co., monthly rates general service 150, 155
Perrysburg, monthly rates telephone service 150
Phelps, lighting rates electricity and gas 137
Phelps, monthly rates telephone service 150
Phelps Mutual Telephone Co., monthly rates general service 144, 150, 155
Philadelphia, lighting rates electricity 137
Philadelphia, Village, lighting rates electricity 137
Phillips, W. J., electric service extension 78
Phillips, W. J., lighting rates electricity 133, 136
Philmont, lighting rates electricity 137
Philmont, monthly rates telephone service 150
Phoenix, lighting rates electricity 137, 138
Phoenix, monthly rates telephone service 150
Phoenix Gas and Electric Co., Inc., lighting rates electricity 138
Piermont, lighting rates electricity and gas 138
Piermont, monthly rates telephone service 150
Pike, lighting rates electricity 138
Pike, monthly rates telephone service 150
Pine Hill, monthly rates telephone service 150
Pine Plains Electric Light Co., transfer franchises, etc 78
Pittsburg, Shawmut and Northern Railroad Co.:
  broken rails reported 124
  grade crossing funds apportioned 57
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
Pittsford, lighting rates electricity and gas 138
Pittsford, monthly rates telephone service 151
Plandome, lighting rates electricity and gas 138
Plant and line inspections, electricity and gas 74
Plattsburgh, lighting rates electricity and gas 138
Plattsburgh, monthly rates telephone service 151
Plattsburgh, passenger fares 62, 63
Plattsburgh, tests of gas 126, 128, 129
Plattsburgh Traction Co.:
  inspections 66
  operating revenues 60
  passenger fares, changes in 88
Pleasant Valley, lighting rates electricity 138
Pleasant Valley, monthly rates telephone service 151
Pleasantville, lighting rates electricity and gas 138
Pleasantville, monthly rates telephone service 151
Poland, lighting rates electricity 138
Poland, monthly rates telephone service 151
Police powers of Commission 11
Port Byron, lighting rates electricity 138
Port Byron, monthly rates telephone service 151
Port Byron, Village, lighting rates electricity 138
Port Byron Telephone Co., monthly rates general service 151, 155
Port Chester, lighting rates electricity and gas 138
Port Chester, monthly rates telephone service 151
Port Dickinson, lighting rates electricity 138
Port Dickinson, monthly rates telephone service 151
Port Henry, lighting rates electricity 138
Port Henry, monthly rates telephone service 151
Port Henry Light, Heat and Power Co., lighting rates electricity 138
Port Henry Telephone Co.:
  monthly rates general service 151, 155
  stock, issue, etc 38
Port Jervis, lighting rates electricity and gas 138
Port Jervis, monthly rates telephone service 151

Digitized by Google

PAGE
Port Jervis, passenger fares....62, 63
Port Jervis, tests of gas....126, 128, 129
Port Jervis Telephone Co., monthly rates general service....151, 155
Port Jervis Traction Co.:
operating revenues.... 60
passenger fares....62, 63
Portland Telephone Co., monthly rates general service....143, 155
Port Leyden, lighting rates electricity.... 138
Port Leyden, monthly rates telephone service.... 151
Port Leyden Electric Light and Power Co., electric service extension.... 78
Portville, lighting rates electricity and gas.... 138
Portville, monthly rates telephone service.... 151
Portville Utility Co., Inc.:
franchise, construction, etc.... 77
lighting rates electricity.... 138
stock, issue, etc.... 36
Potsdam, lighting rates electricity.... 138
Potsdam, monthly rates telephone service.... 151
Potsdam Electric Light and Power Co., lighting rates electricity.... 138
Poughkeepsie, changes in passenger fares....64, 65
Poughkeepsie, lighting rates electricity and gas.... 138
Poughkeepsie, monthly rates telephone service.... 151
Poughkeepsie, one-man cars.... 71
Poughkeepsie, passenger fares....62, 63
Poughkeepsie, tests of gas....126, 128, 129
Poughkeepsie and Wappingers Falls Railway Co.:
bonds, issue, etc.... 35
inspections.... 66
operating revenues.... 59
passenger fares....62, 63
passenger fares, changes in....64, 65, 88
Poughkeepsie, one-man cars.... 71
Power, Light, and Heat, report of Division.... 72
Powers of Commission to fix rates.... 10
Producers Gas Co., lighting rates gas....132, 134, 137, 138
Prospect, lighting rates electricity.... 138
Prospect, monthly rates telephone service.... 151
Provers and meters, gas.... 76
Public Service Commissions Law, amended, etc.... 80
Public Service Corp., Long Island, lighting rates gas....134, 135, 138
Pulaski, lighting rates electricity and gas.... 138
Pulaski, monthly rates telephone service.... 151
Pulaski Gas and Oil Co., Ltd., lighting rates gas.... 138
Pullman Co., increase in rates and charges.... 89
Putnam County, apportionment grade crossing funds.... 57
Putnam and Westchester Traction Co.:
operating revenues.... 60
passenger fares, changes in.... 88

Quebec, Montreal and Southern Railroad Co., locomotive boilers inspected.... 43
Queens Borough Gas and Electric Co., lighting rates electricity and gas....133, 134, 136, 140
Queens County, apportionment grade crossing funds.... 57

Rail failures, steam railroads.... 40
Railroad corporations under jurisdiction.... 18
Railroads, Division of, consolidation, etc.... 58
Ralph, Harlow E., lighting rates electricity.... 132
Randolph, lighting rates electricity.... 138
Randolph, monthly rates telephone service.... 151
Rate cases, electricity and gas.... 72
Rate schedules filed.... 86
Rate schedules, United States Railroad Administration.... 85

Digitized by Google

PAGE
Rates electrical corporations, changes in 88
Rates for lighting 131–140
Rates gas corporations, changes in 88
Rates, monthly, general telephone service 141–155
Rates, provisional adjustment 16
Rates telephone corporations, changes in 88
Ravena, lighting rates electricity 138
Ravena, monthly rates telephone service 151
Red Creek, lighting rates electricity 138
Red Creek, monthly rates telephone service 151
Red Hook, lighting rates electricity 138
Red Hook, monthly rates telephone service 151
Red Hook Light and Power Co., lighting rates electricity 138, 139
Red Hook Telephone Co., monthly rates general service 151–153, 155
Red Jacket Telephone Co., monthly rates general service 148, 155
Regulations of electrical and gas corporations 15
Remsen, monthly rates telephone service 151
Remsen, Town, grade crossing elimination 53
Rensselaer, lighting rates electricity and gas 138
Rensselaer, monthly rates telephone service 151
Rensselaer, passenger fares 62, 63
Rensselaer, tests of gas 127, 128, 129
Rensselaer, City, grade crossing elimination 52, 54, 56
Rensselaer County, apportionment grade crossing funds 57
Rensselaer Falls, lighting rates electricity 138
Rensselaer Falls, monthly rates telephone service 151
Republic Light, Heat and Power Co., Inc.:
  lighting rates gas 132–140
  purchase property, etc 28
  stock, issue, etc 29, 36
Results of operations, all corporations 22, 91–100
Results of operations, electric railroads 60
Rhinebeck, lighting rates electricity 138
Rhinebeck, monthly rates telephone service 151
Richburg, lighting rates gas 138
Richburg, monthly rates telephone service 151
Richfield Springs, lighting rates electricity 138
Richfield Springs, monthly rates telephone service 151
Richmond County, apportionment grade crossing funds 57
Richmondville, lighting rates electricity 138
Richmondville, monthly rates telephone service 151
Richmondville, Town, grade crossing elimination 53
Richmondville Light and Power Co., lighting rates electricity 138
Richville, lighting rates electricity 138
Rifton, monthly rates telephone service 151
Riverhead Electric Light Co., cost of fuel generating electricity 104
Rochester, Blossom road, grade crossing elimination 54
Rochester, Brown street, grade crossing elimination 11, 51, 53, 55
Rochester, changes in passenger fares 64, 65
Rochester, consolidation telephone service 32
Rochester, lighting rates electricity and gas 138
Rochester, monthly rates telephone service 151
Rochester, passenger fares 62, 63
Rochester, tests of gas 126, 128, 129
Rochester & Manitou Railroad Co., operating revenues 60
Rochester and Syracuse Railroad Co.:
  inspections 66
  operating revenues 59
Rochester Gas and Electric Corp.:
  cost of fuel generating electricity 107
  lighting rates electricity and gas 133, 134, 136, 138, 139
  rates, changes in 88
  stock, etc., issue, etc 37

Digitized by Google

PAGE
Rochester, Lockport and Buffalo Railroad Corp.:
accidents....67, 68, 69
operating revenues.... 59
Rochester Telephone Co:
bonds, authorization canceled.... 38
merger, etc.... 32
monthly rates general service....143, 150, 151, 155
Rochester Telephone Corp., merger, etc.... 32
Rochford, Thomas D., transfer franchises, etc.... 78
Rockland County, apportionment grade crossing funds.... 57
Rockland Light and Power Co.:
cost of fuel generating electricity.... 105
lighting rates electricity and gas....135, 137–140
rates, changes in.... 88
Rockville Center, lighting rates electricity and gas.... 138
Rockville Center, monthly rates telephone service.... 151
Rockville Center, Village, cost of fuel generating electricity.... 103
Rockville Center, Village, lighting rates electricity.... 138
Rome, lighting rates electricity and gas.... 138
Rome, monthly rates telephone service.... 151
Rome, passenger fares....62, 63
Rome, tests of gas....126, 128, 129
Rome Gas, Electric Light and Power Co.:
bonds, issue, etc.... 37
lighting rates electricity and gas.... 138
Rondout Power Co., lighting rates electricity.... 138
Rosendale, lighting rates electricity.... 138
Rosendale, monthly rates telephone service.... 151
Rose Telephone Co., monthly rates general service....147, 152, 155
Rotterdam, Town, grade crossing elimination.... 54
Rouses Point, lighting rates electricity.... 138
Rouses Point, monthly rates telephone service.... 151
Rouses Point, Village, lighting rates electricity.... 138
Rushville, lighting rates gas.... 138
Rushville, monthly rates telephone service.... 151
Rushville Mining and Gas Co., lighting rates gas.... 138
Rutland Railroad Co.:
broken rails reported.... 124
locomotive boilers, average age.... 44
locomotive boilers inspected.... 43
locomotive boilers, new past three years.... 45
notes, issue, etc.... 35
transverse fissures reported.... 41
Rye, lighting rates electricity and gas.... 138
Rye, monthly rates telephone service.... 151

Sackets Harbor, lighting rates electricity.... 138
Sackets Harbor, monthly rates telephone service.... 152
Sag Harbor, lighting rates electricity and gas.... 138
Sag Harbor, monthly rates telephone service.... 152
Sag Harbor, tests of gas....126, 128, 129
Sag Harbor Electric Light and Power Co., lighting rates electricity.... 138
St. Johnsville, lighting rates electricity.... 138
St. Johnsville, monthly rates telephone service.... 152
St. Lawrence County, apportionment grade crossing funds.... 57
St. Lawrence Transmission Co.:
electric service extension.... 78
lighting rates electricity....135, 138
rates, changes in.... 88
Salamanca, grade crossing elimination.... 54
Salamanca, lighting rates electricity and gas.... 138
Salamanca, monthly rates telephone service.... 152

Digitized by Google

PAGE

Salamanca, passenger fares....62, 63
Salamanca, City, lighting rates electricity.... 138
Salem, lighting rates electricity.... 138
Salem, monthly rates telephone service.... 152
Salem Light, Heat and Power Co., lighting rates electricity.... 138
Salina, Town, grade crossing elimination.... 53
Sanborn-Pekin Power Co., Inc., issue stock, etc.... 37
Sands Point, lighting rates electricity.... 138
Sands Point, monthly rates telephone service.... 152
Sandy Creek, lighting rates electricity and gas.... 138
Sandy Creek, monthly rates telephone service.... 152
Sandy Creek Oil and Gas Co., Ltd., lighting rates gas....136, 138
Saranac Lake, lighting rates electricity and gas.... 138
Saranac Lake, monthly rates telephone service.... 152
Saranac Lake, tests of gas....127, 128, 129
Saratoga County, apportionment grade crossing funds.... 57
Saratoga Springs, changes in passenger fares....64, 65
Saratoga Springs, lighting rates electricity and gas.... 138
Saratoga Springs, monthly rates telephone service.... 152
Saratoga Springs, passenger fares....62, 63
Saratoga Springs, tests of gas....126, 128, 129
Saugerties, lighting rates electricity and gas.... 138
Saugerties, monthly rates telephone service.... 152
Saugerties, tests of gas....127, 128, 129
Saugerties, Town, grade crossing elimination....52, 54, 56
Saugerties Gas Light Co.:
  lighting rates gas.... 138
  stock, issue, etc.... 37
Savannah, lighting rates electricity.... 138
Savannah, Village, lighting rates electricity.... 138
Sayre Electric Co.:
  cost of fuel generating electricity.... 103
  lighting rates electricity.... 140
Scarsdale, lighting rates electricity and gas.... 138
Scarsdale, monthly rates telephone service.... 152
Schaghticoke, lighting rates electricity.... 138
Schaghticoke, monthly rates telephone service.... 152
Schenectady, changes in passenger fares....64, 65
Schenectady, lighting rates electricity and gas.... 138
Schenectady, monthly rates telephone service.... 152
Schenectady, passenger fares....62, 63
Schenectady, tests of gas....126, 128, 129
Schenectady County, apportionment grade crossing funds.... 57
Schenectady Illuminating Co., merger, etc.... 25
Schenectady Power Co., merger, etc.... 25
Schenectady Railway Co.:
  accidents....67, 69
  inspections.... 66
  operating revenues.... 59
  passenger fares....62, 63
  passenger fares, changes in....64, 65, 88
Schenevus, lighting rates electricity.... 138
Schenevus, monthly rates telephone service.... 152
Schodack Light and Power Corp., lighting rates electricity.... 133
Schoharie, lighting rates electricity.... 138
Schoharie County, apportionment grade crossing funds.... 57
Schoharie Telephone Co., monthly rates general service....153, 155
Schuyler County, apportionment grade crossing funds.... 57
Schuyler Electric Light and Power Co.:
  franchise, construction, etc.... 77
  stock, issue, etc.... 36

Digitized by Google

PAGE
Schuylerville, lighting rates electricity 138
Schuylerville, monthly rates telephone service 152
Scotia, lighting rates electricity and gas 138
Scotia, monthly rates telephone service 152
Scottsville, lighting rates electricity and gas 138
Scottsville, monthly rates telephone service 152
Scottsville Electric Light and Gas Co., lighting rates electricity 138
Sea Cliff, lighting rates electricity and gas 138
Sea Cliff, monthly rates telephone service 152
Sea Cliff and Glen Cove Gas Co.:
  lighting rates gas 135, 138
  rates, changes in 88
Securities of public service corporations 34
Seely Electric Co., lighting rates electricity and gas 133, 134, 139
Seneca County, apportionment grade crossing funds 57
Seneca Falls, lighting rates electricity and gas 139
Seneca Falls, monthly rates telephone service 152
Seneca-Gorham Telephone Co., monthly rates general service 151, 155
Seneca River Power Co.:
  lighting rates electricity 132, 137
  merger, etc 78
  stock, etc., issue, etc 36
Service, electricity and gas 73
Service, electric railroads 12, 70
Service at cost plan, electric railroads 12
Service charges, electricity and gas 73, 89
Sharon Springs, lighting rates electricity 139
Sharon Springs, monthly rates telephone service 152
Sherburne, lighting rates electricity 139
Sherburne, monthly rates telephone service 152
Sherburne, Village, lighting rates electricity 139
Sherburne Telephone Co., monthly rates general service 152, 155
Sherman, lighting rates electricity 139
Sherman, monthly rates telephone service 152
Sherman, Town, grade crossing elimination 52
Sherman Electric Light Co., lighting rates electricity 139
Sherman Telephone Co.:
  monthly rates general service 152, 155
  rates, changes in 88
Sherrill, monthly rates telephone service 152
Sherrill, passenger fares 62, 63
Shoreham, lighting rates electricity 139
Shoreham, monthly rates telephone service 152
Short notice rate schedules 87
Shortsville, lighting rates electricity and gas 139
Shortsville, monthly rates telephone service 152
Shortsville Acetylene Gas Plant, lighting rates gas 139
Sidney, lighting rates electricity 139
Sidney, monthly rates telephone service 152
Silver Creek, lighting rates electricity and gas 139
Silver Creek, monthly rates telephone service 152
Silver Creek Electric Co., lighting rates electricity 139
Silver Creek Gas and Improvement Co., merger, etc 28
Silver Springs, lighting rates electricity 139
Silver Springs, monthly rates telephone service 152
Silver Springs, Village, lighting rates electricity 139
Sinclairville, lighting rates electricity 139
Skaneateles, lighting rates electricity 139
Skaneateles, monthly rates telephone service 152
Skaneateles, Village, lighting rates electricity 139
Sleeping car company under jurisdiction 18

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PAGE

Sloan, lighting rates electricity 139
Sloan, Village, grade crossing elimination 53, 55, 57
Snyder Gas Co., issue stock, etc. 37
Sodus Gas and Electric Light Co., lighting rates electricity 140
Solsville Electric Light and Power Co., Inc., lighting rates electricity 136
Solvay, lighting rates electricity and gas 139
Solvay, monthly rates telephone service 152
Solvay, Village, lighting rates electricity 139
Solvay Process Co.:
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
Southampton, lighting rates electricity and gas 139
Southampton, monthly rates telephone service 152
Southampton, Town, grade crossing elimination 52, 54, 56
South Buffalo Railway Co.:
  inspections of locomotives 42
  locomotive boilers inspected 43
  locomotive boilers, new past three years 45
South Dayton, lighting rates electricity 139
South Dayton, monthly rates telephone service 152
Southern Dutchess Gas and Electric Co., lighting rates electricity and gas 132, 134
Southern New York Power Co.:
  cost of fuel generating electricity 109
  lighting rates electricity 133-136, 138, 139
Southern New York Power and Railway Corp.:
  operating revenues 59
  passenger fares 62, 63
  passenger fares, changes in 88
South Glens Falls, lighting rates electricity and gas 139
South Glens Falls, monthly rates telephone service 152
South Nyack, lighting rates electricity and gas 139
South Shore Natural Gas and Fuel Co., merger, etc. 28
Spencer, lighting rates electricity 139
Spencerport, lighting rates electricity and gas 139
Spencerport, monthly rates telephone service 152
Spencerport, Village, lighting rates electricity and gas 139
Spring Valley, lighting rates electricity 139
Spring Valley, monthly rates telephone service 152
Springville, lighting rates electricity and gas 139
Springville, monthly rates telephone service 152
Springville, Village, lighting rates electricity 139
Springwater, Town, grade crossing elimination 53
Stage coach corporations under jurisdiction 18
Stamford, lighting rates electricity 139
Stamford, monthly rates telephone service 152
Standard Light, Heat and Power Co.:
  cost of fuel generating electricity 102
  lighting rates electricity 132, 139
Standard Oil Co., locomotive boilers, new past three years 45
Standards and meters, electric 75
State control of fares and service 9
State Telephone Co., monthly rates general service 144, 151, 155
State's share expenses grade crossing eliminations 18
Statistics and Accounts, report of Division 20
Statutory limitations on passenger fares 7
Steam corporations under jurisdiction 14
Steam power, cost of fuel generating electricity 101-110
Steam railroad corporations, rate changes, etc. 88
Steam railroad corporations, results of operations 93
Steam railroad corporations, stocks, etc., authorized 35, 38
Steam railroads, accidents 47, 111-121

Digitized by Google

PAGE

Steam railroads, apportionment grade crossing funds 57
Steam railroads, broken rails 123, 124
Steam Railroads, consolidation of Divisions, etc 58
Steam railroads, equipment trust agreements 30
Steam railroads, government loans, etc 30
Steam railroads, protection at grade crossings 49
Steam railroads, release from Federal control 30
Steam Railroads, report of Division 39
Steam railroads, results of operations 23
Steuben County, apportionment grade crossing funds 57
Stillwater, lighting rates electricity 139
Stillwater, monthly rates telephone service 153
Stissing Light and Power Co., issue stock, etc 37
Stock yard company under jurisdiction 18
Street railroad corporations under jurisdiction 18
Subscribers Service Telephone Co., Inc., issue stock, etc 38
Suffern, lighting rates electricity and gas 139
Suffern, monthly rates telephone service 153
Suffern, tests of gas 127, 128, 129
Suffern Gas Co., lighting rates gas 139
Suffolk County, apportionment grade crossing funds 57
Suffolk County Telephone Co., monthly rates general service 150, 155
Suffolk Light, Heat and Power Co.:
  cost of fuel generating electricity 108
  lighting rates electricity 139
Suffolk Traction Co., operating revenues 60
Sullivan County, apportionment grade crossing funds 57
Suspension of electric and gas rates, etc 15
Syracuse, changes in passenger fares 64, 65
Syracuse, lighting rates electricity and gas 139
Syracuse, monthly rates telephone service 153
Syracuse, passenger fares 62, 63
Syracuse, tests of gas 126, 128, 129
Syracuse, City, complaint telephone rates 79
Syracuse, City, grade crossing elimination 54
Syracuse and Suburban Railroad Co.:
  accidents 68, 69
  operating revenues 59
  passenger fares, changes in 88
Syracuse Lighting Co.:
  bonds, issue, etc 36
  cost of fuel generating electricity 108
  lighting rates electricity and gas 133, 134, 136, 139
Syracuse Northern Electric Railway Co.:
  accidents 67, 68, 69
  operating revenues 60
Syracuse Suburban Gas Co., Inc., lighting rates gas 134

Tannersville, lighting rates electricity 139
Tannersville, monthly rates telephone service 153
Tariff Bulletin, publication, etc 86
Tariffs, report of Division 85
Tarrytown, lighting rates electricity and gas 139
Tarrytown, monthly rates telephone service 153
Tarrytown, tests of gas 126, 128, 129
Tarrytown, Village, grade crossing elimination 54
Telegraph and cable corporations under jurisdiction 19
Telegraphs and Telephones, report of Division 79
Telephone complaints received and adjusted 16
Telephone corporations, changes in rates 88
Telephone corporations, jurisdiction, etc 83

Digitized by Google

PAGE
Telephone corporations, regulation, etc. 15
Telephone corporations, results of operations 27, 100
Telephone corporations, stocks, etc., authorized 38
Telephone corporations under jurisdiction 19
Telephone rates, monthly 141–155
Telephones and Telegraphs, report of Division 79
Tests of gas 125–129
Theresa, lighting rates electricity 139
Theresa, monthly rates telephone service 153
Theresa, Village, lighting rates electricity 139
Theresa Electric Light Co., lighting rates electricity 139
Thousand Island Telephone Co., Inc., monthly rates general service 142, 144, 155
Ticonderoga, lighting rates electricity 139
Ticonderoga, monthly rates telephone service 153
Ticonderoga Electric Light and Power Co., lighting rates electricity 139
Ticonderoga Home Telephone Co., monthly rates general service 153, 155
Tioga County, apportionment grade crossing funds 57
Tivoli, lighting rates electricity 139
Tivoli, monthly rates telephone service 153
Tompkins County, apportionment grade crossing funds 57
Tonawanda, lighting rates electricity and gas 139
Tonawanda, monthly rates telephone service 153
Tonawanda, passenger fares 62, 63
Tonawanda, tests of gas 126, 128, 129
Tonawanda, City, grade crossing elimination 53
Tonawanda Power Co.:
  electric service extension 78
  lighting rates electricity 137, 139
  stock, authorization canceled 37
  stock, etc., issue, etc 36
Toronto, Hamilton and Buffalo Railroad Co., locomotive boilers inspected 43
Township Telephone Co., monthly rates general service 144, 145, 155
Train service, steam railroads 46
Transfer companies under jurisdiction 18
Transportation Act 1920 7, 9, 10, 30
Transverse fissures, rails steam railroads 40
Trenton, lighting rates electricity 139
Tri-County Natural Gas Co., lighting rates gas 133, 138
Troy, changes in passenger fares 64, 65
Troy, lighting rates electricity and gas 139
Troy, monthly rates telephone service 153
Troy, passenger fares 62, 63
Troy, tests of gas 126, 128, 129
Troy and New England Railway Co.:
  accidents 67
  inspections 66
  operating revenues 60
Troy Gas Co.:
  electric service extension 78
  lighting rates electricity and gas 139
  stock, issue, etc 37
Trumansburg, lighting rates electricity 139
Trumansburg, monthly rates telephone service 153
Trumansburg Home Telephone Co., monthly rates general service 153, 155
Tuckahoe, lighting rates electricity and gas 139
Tuckahoe, monthly rates telephone service 153
Tully, lighting rates electricity 139
Tully, monthly rates telephone service 153
Tully, Village, lighting rates electricity 139
Tupper Lake, lighting rates electricity 139
Tupper Lake, monthly rates telephone service 153

Digitized by Google

PAGE

Tupper Lake, Village, lighting rates electricity 139
Turin, lighting rates electricity 139
Turin, monthly rates telephone service 153
Twin State Gas and Electric Co., lighting rates electricity 135
Two-part rate, electricity and gas 73, 89
Tyler Light and Power Co., Inc., lighting rates electricity 139

Ulster County, apportionment grade crossing funds 57
Ulster and Delaware Railroad Co.:
  broken rails reported 124
  grade crossing funds apportioned 57
  Kingston, Rondout bridge, grade crossing 52, 53
  locomotive boilers inspected 43
  passenger fares, changes in 88
Ulster Electric Light, Heat and Power Co., lighting rates electricity 138
Unadilla, lighting rates electricity 139
Unadilla, monthly rates telephone service 153
Unadilla, Town, grade crossing elimination 53
Unadilla Valley Railroad Co., locomotive boilers, new past three years 45
Union, lighting rates electricity 139
Union, monthly rates telephone service 153
Union, Town, grade crossing elimination 52, 54
Union, Village, lighting rates electricity 139
Union Carbide Co., locomotive boilers inspected 43
Union Electric Co.:
  bonds, issue, etc 36
  lighting rates electricity 140
Union Springs, lighting rates electricity and gas 139
Union Springs, monthly rates telephone service 153
Union Springs Gas Co., lighting rates gas 139
Union Springs Light and Power Co., lighting rates electricity 139
Union Telephone Co., Inc., monthly rates general service 150, 152, 153, 155
Union Telephone Co. of Erie, monthly rates general service 142, 150, 151, 155
Unionville, lighting rates electricity 139
Unionville, monthly rates telephone service 154
United Gas Electric Light and Fuel Co., Sandy Hill and Fort Edward, lighting rates electricity and gas 134, 135, 139
United States Railroad Administration, rate schedules 85
United Traction Co.:
  accidents 67, 68, 69
  inspections 66
  operating revenues 59
  passenger fares 62, 63
  passenger fares, changes in 64, 65, 88
Upper Hudson Electric and Railroad Co.:
  cost of fuel generating electricity 106
  lighting rates electricity and gas 132, 133, 135, 138, 139
Upper Nyack, lighting rates electricity and gas 139
Utica, changes in passenger fares 64, 65
Utica, lighting rates electricity and gas 139
Utica, monthly rates telephone service 153
Utica, new highway crossing railroad authorized 51, 54
Utica, passenger fares 62, 63
Utica, tests of gas 126, 128, 129
Utica Gas and Electric Co.:
  bonds and stock, issue, etc 31, 37
  cost of fuel generating electricity 107
  examination of mortgage 29
  lighting rates electricity and gas 133-140
  rates, changes in 88

Valatie, lighting rates electricity 139

Digitized by Google

Valatie, monthly rates telephone service.....
Valatie Telephone Co., monthly rates general service...
Valley Falls, lighting rates electricity.....
Valley Falls, monthly rates telephone service.....
Van Etten, lighting rates electricity.....
Vernon, lighting rates electricity.....
Victor, lighting rates electricity.....
Victor, monthly rates telephone service.....
Victor, Town, grade crossing elimination.....
Victory Mills, lighting rates electricity.....
Victory Mills, monthly rates telephone service.....
Voorheesville, lighting rates electricity.....
Voorheesville, monthly rates telephone service.....

Wabash Railroad Co., locomotive boilers inspected.....
Waddington, monthly rates telephone service.....
Wadhams and Westport Electric Light and Power Co., lig
Walden, lighting rates electricity.....
Walden, monthly rates telephone service.....
Walden Telephone Co., monthly rates general service.....
Wallkill, Town, grade crossing elimination.....
Wallkill Transit Co.:
  operating revenues.....
  passenger fares.....
  passenger fares, changes in.....
Wallkill Valley Electric Light and Po ver Co.:
  electric service extension.....
  lighting rates electricity.....
Walsh Construction Co., locomotive boilers inspected.....
Walton, lighting rates electricity.....
Walton, monthly rates telephone service.....
Walton People's Telephone Co.:
  monthly rates general service.....
  stock, issue, etc.....
Wampsville, lighting rates electricity.....
Wampsville, monthly rates telephone service.....
Wappingers Falls, lighting rates electricity.....
Wappingers Falls, monthly rates telephone service.....
Warning approach signs, grade crossings.....
Warren County, apportionment grade crossing funds.....
Warren and Jamestown Street Railway Co., operating rever
Warsaw, lighting rates electricity and gas.....
Warsaw, monthly rates telephone service.....
Warsaw, Town, grade crossing elimination.....
Warsaw Gas and Electric Co., lighting rates electricity.....
Warwick, lighting rates electricity.....
Warwick, monthly rates telephone service.....
Warwick Valley Telephone Co., monthly rates general servi
Washington County, apportionment grade crossing funds...
Washingtonville, lighting rates electricity.....
Washingtonville, monthly rates telephone service.....
Water gas corporations, results of operations.....
Water powers, conservation, etc.....
Waterford, lighting rates electricity and gas.....
Waterford, monthly rates telephone service.....
Waterloo, lighting rates electricity and gas.....
Waterloo, monthly rates telephone service.....
Watertown, grade crossing elimination.....
Watertown, lighting rates electricity and gas.....
Watertown, monthly rates telephone service.....
Watertown, passenger fares.....

Digitized by Google

PAGE
Watertown, tests of gas....126, 128, 129
Waterville, lighting rates electricity and gas.... 139
Waterville, monthly rates telephone service.... 154
Waterville Gas and Electric Co.:
electric service extension.... 78
lighting rates electricity and gas.... 139
Waterville Telephone Co., monthly rates general service....144, 154, 155
Watervliet, lighting rates electricity and gas....139, 140
Watervliet, monthly rates telephone service.... 154
Watervliet, passenger fares....62, 63
Watkins, lighting rates electricity and gas.... 140
Watkins, monthly rates telephone service.... 154
Watkins, Village, lighting rates electricity.... 140
Watkins Illuminating and Power Co., lighting rates gas.... 140
Waverly, lighting rates electricity and gas.... 140
Waverly, monthly rates telephone service.... 154
Waverly, tests of gas....126, 128, 129
Waverly, Sayre and Athens Traction Co., operating revenues.... 60
Wayland, lighting rates electricity.... 140
Wayland, monthly rates telephone service.... 154
Wayland Light and Power Co., Inc., lighting rates electricity.... 140
Wayne County, apportionment grade crossing funds.... 57
Wayne Power Co.:
bonds, issue, etc.... 36
electric service extension.... 78
lighting rates electricity....132, 133, 137
Wayne Telephone Co., monthly rates general service....144, 148–151, 154, 155
Webster, lighting rates electricity.... 140
Webster, monthly rates telephone service.... 154
Weedsport, lighting rates electricity.... 140
Weedsport, monthly rates telephone service.... 154
Wellsburg, lighting rates electricity.... 140
Wellsville, lighting rates electricity and gas.... 140
Wellsville, monthly rates telephone service.... 154
Wellsville, Village, lighting rates electricity.... 140
West Branch Light and Power Co., lighting rates electricity....135, 139
West Carthage, lighting rates electricity.... 140
West Carthage, monthly rates telephone service.... 154
Westchester County, apportionment grade crossing funds.... 57
Westchester Electric Railroad Co.:
inspections.... 66
one-man cars.... 71
operating revenues.... 59
passenger fares....62, 63
Westchester Lighting Co.:
bonds, issue, etc.... 37
cost of fuel generating electricity.... 109
lighting rates electricity and gas....132–140
Westchester Street Railroad Co.:
operated by receiver.... 58
inspections.... 66
operating revenues.... 59
passenger fares....62, 63
passenger fares, changes in.... 88
Western New York and Pennsylvania Traction Co.:
accidents....67, 68
operated by receiver.... 58
operating revenues.... 59
passenger fares....62, 63
passenger fares, changes in.... 88
Western New York Electric Co., lighting rates electricity....132, 136

Digitized by Google

Western New York Utilities Co., Inc.: PAGE
bonds, etc., issue, etc. 36, 37
electric service extension 78
lighting rates electricity and gas 132, 133, 136
Westfield, lighting rates electricity and gas 140
Westfield, monthly rates telephone service 154
Westfield, Village, lighting rates electricity 140
Westfield Telephone Co., monthly rates general service 154, 155
West Haverstraw, lighting rates electricity and gas 140
West Haverstraw, monthly rates telephone service 154
Westport, lighting rates electricity 140
West Shore Gas Co., lighting rates gas 135, 140
West Winfield, lighting rates electricity 140
West Winfield Electric Co., lighting rates electricity 140
Whitehall, lighting rates electricity 140
Whitehall, monthly rates telephone service 154
White Plains, lighting rates electricity and gas 140
White Plains, monthly rates telephone service 154
White Plains, passenger fares 62, 63
White Plains, tests of gas 126, 128, 129
White Plains, City, grade crossing elimination 52, 55
Whitesboro, lighting rates electricity and gas 140
Whitesboro, monthly rates telephone service 154
Whitney Point, lighting rates electricity 140
Whitney Point, monthly rates telephone service 154
Wickwire Steel Co., locomotive boilers inspected 43
Wilder, Mark S., transfer franchises, etc. 78
Williamsville, lighting rates electricity and gas 140
Williamsville, monthly rates telephone service 154
Williamsville Natural Gas Co., lighting rates gas 140
Wilson, lighting rates electricity 140
Wilson, monthly rates telephone service 154
Wilson, Geo. N., franchise, construction, etc. 77, 78
Winans, R. G., inspector, etc. 58
Windsor, lighting rates electricity and gas 140
Wolcott, lighting rates electricity 140
Wolcott, monthly rates telephone service 154
Woodlawn Improvement Association Transportation Corporation, issue bonds, etc. 35
Woodsburgh, lighting rates electricity and gas 140
Worcester, Town, grade crossing elimination 54
Wright & Bennett, lighting rates gas 140
Wynantskill Hydro-Electric Co., lease electric transmission line 78
Wyoming, monthly rates telephone service 154
Wyoming County, apportionment grade crossing funds 57

Yates County, apportionment grade crossing funds 57
Yates Electric Light and Power Co., lighting rates electricity 137
Yonkers, lighting rates electricity and gas 140
Yonkers, monthly rates telephone service 154
Yonkers, passenger fares 62, 63
Yonkers, tests of gas 126, 128, 129
Yonkers, City, grade crossing elimination 53, 54
Yonkers Electric Light and Power Co., lighting rates electricity 140
Yonkers Railroad Co.:
accidents 67, 68
inspections 66
operating revenues 59
passenger fares 62, 63
Yorkville, lighting rates electricity and gas 140
Yorkville, monthly rates telephone service 154
Youngstown, lighting rates electricity 140
Youngstown, monthly rates telephone service 154

Digitized by Google

INDEX TO LEGISLATIVE DOCUMENTS, 1921

A — Doc. No.

Agricultural Experiment Station, report 45
Agriculture, State College of, Cornell University, report 45
Albion, Western House of Refuge for Women, report 72
Appropriations, report of Budget Committee on requests for 11
Architect, State, annual report 39
Assembly, bills, supplemental index 92
  committees, list 27
  members, list 2
Attorney-General, report 53

B

Banks, Superintendent of, report on banks of deposit and discount 4
  on Savings and loan associations, Land banks, etc 5
  on Savings banks, Trust companies, etc 6
Barge canal, message from Governor regarding resolution by Congress on. 24
Batavia, New York State School for the Blind, report 21
Bath, New York State Soldiers' and Sailors' Home, report 34
Bedford Hills, New York State Reformatory for Women, report 70
Bills, Assembly, supplemental index 92
  Senate, supplemental index 91
Blind, report of International Sunshine Society on 86
  State Commission for, report 84
  State School for, report 21
Boards, commissions and departments, *see specific names for.*
Boundary waters, preliminary report of Commission on 20
Boxing Commission, report 79
Bridge and Tunnel Commission, report 64
Budget committee, report on requests for appropriations 11
Buffalo, Charity Organization Society, report 35

C

Canals, report of Comptroller relating to expenditures on 59
  Barge canal, message from Governor on 24
  St. Lawrence Ship Canal, preliminary report of Commission on 20
Charities, Fiscal Supervisor, report 87
Charities, State Board of, report 49
Charity Organization Society of the City of Buffalo, report 35
Child welfare, report of Commission to examine laws relating to 76
Children's Village, report 81
Civil Service Commission, report 90
Commissions and departments, *see specific names for.*
Committees of the Assembly, list 27
Committees of the Senate, list 22, 29
  revised list 28
Commutations granted by Governor, statement of 54
Comptroller, State, report 10
  report on expenditures on the canals 59
  special report on municipal accounts 9
Conrad Poppenhusen Association, annual report 78
Conservation Commission, report 95
Cornell University, State College of Agriculture, report 45
  State Veterinary College, report 8
Credit unions, report of Superintendent of Banks relative to 5
Crippled and deformed children, New York State Hospital for, report 83

Digitized by Google

D — Doc. No.

Defectives, *see* Mental defectives.
Departments, *see specific names for.*
Diseases, malignant, *see* Malignant diseases.
Dunnigan, John J., notice of contest by 16

E

Education Department, report 51
Election law, report of joint committee on 60
Ellicott creek, map showing blue lines established by State Engineer 17
Engineer and Surveyor, State, report 44
  report on Ellicott creek 17
Escheated lands, report of Commissioners of Land Office on 36
Excise, Commissioner of, report 7

F

Farms and Markets, Department of, report 45
Fire Island State Park Commission, report 40
Fiscal Supervisor of State Charities, report 87
Forest Preserve, report of Commission to investigate title to lands in 37

G

Governor, statement of pardons, commutations and reprieves granted by .. 54
Governor, messages:
  annual 3
  Barge canal, regarding resolution by Congress on 24
  Liquor tax law, recommending repeal, and passage of executive enforcement 23
  Public utilities, regulation 31
  water powers of the State 58

H

Health, State Department, report 62
Highway Commissioner, report 94
Highways, report of joint committee on 26
Hospital Commission, report 89
Housing conditions, intermediate report of investigating committee 15
Hudson, New York State Training School for Girls, report 73

I

Index, supplemental index to Assembly bills 92
  to Senate bills 91
Indian school, *see* Thomas Indian School.
Industrial Commission, report 88
Insane, *see* Hospital Commission.
Institute for Study of Malignant Diseases, report 67
Insurance, Superintendent of, report 46
International Sunshine Society, report of Department for the Blind 86
Investigations, housing conditions, intermediate report of committee 15
  seditious activities, report of joint legislative committee investigating. 50
Investment companies, report of Superintendent of Banks, relative to 6
Iroquois, Thomas Indian School, report 13

J

Jewish Protectory and Aid Society, report 82

L

Labor laws, report of joint committee on revision 25
Land banks, report of Superintendent of Banks relative to 5
Land Office, Commissioners, report on escheated lands 36
Letchworth Village, report 63

Digitized by Google

Doc. No.

Liquor tax law, message from Governor recommending repeal and passage of executive enforcement 23
Loan Associations, *see* Savings and Loan Associations.
Loan brokers, report of Superintendent of Banks, relative to..... 6
Loan companies, report of Superintendent of Banks, relative to..... 6

M

Malignant Diseases, State Institute for Study of, report..... 67
Members of the Assembly, list..... 2
Members of the Senate, list.....1, 29
Mental Defectives, State Commission for, report..... 43
State schools for, reports.....32, 74, 75
Messages from the Governor, *see* Governor.
Military hospital, report of Commission for..... 77
Monuments Commission, report 55
Motor vehicle law, receipts under provisions of..... 38
Municipal accounts, special report of Comptroller on..... 9
Museum, State, report 52

N

Nautical School, New York State, report..... 42
New York City, Transit Construction Commissioner, report..... 19
New York Monuments Commission, report 55
New York–New Jersey Port and Harbor Development Commission, summary report 33
final report 63
New York State Boxing Commission, report 79
New York State Bridge and Tunnel Commission, report..... 64
New York State College of Agriculture, Cornell University, report..... 45
New York State Commission for the Blind, report..... 84
New York State Hospital for Care of Crippled and Deformed Children, report 83
New York State Hospital for treatment of Pulmonary Tuberculosis, report 41
New York State Museum, report 52
New York State Nautical School, report 42
New York State Reformatory for Women, Bedford Hills, report..... 70
New York State Schools for Mental Defectives, reports.....32, 74, 75
New York State Training School for Girls, Hudson, report..... 73
New York State Veterinary College, report 8
New York State Women's Relief Corps Home, Oxford, report..... 71
Newark, New York State School for Mental Defectives, report..... 32
Niagara, State Reservation at, report..... 30

O

Oxford, Women's Relief Corps Home, report..... 71

P

Palisades Interstate Park Commissioners, report..... 85
Pardons granted by Governor, statement of..... 54
Pensions, Commission on, report..... 66
Police, State, report 12
Port and Harbor Development Commission, summary report..... 33
final report 63
Prison Association of New York, report..... 69
Prison Commission, report 98
Prison Department, report 97
Probation Commission, report 96
Public Health, *see* Health.
Public Service Commission, First District, report..... 47

Digitized by Google

Doc. No.

Public Service Commission, Second District, report..... 48
Public utilities, regulation, message from Governor on..... 31
Public Works, Superintendent of, report..... 56

R

Racing Commission, report 61
Raybrook, New York State Hospital for Treatment of Pulmonary Tuberculosis, report 41
Reformatory for Women, Bedford Hills, report..... 70
Reprieves, granted by Governor, statement of..... 54
Roads, *see* Highways.
Rome State School for Mental Defectives, annual report..... 75
Roosevelt Memorial Commission, report..... 18
Rules of the Senate..... 14

S

Safe Deposit and Personal Loan Companies, report of Superintendent of Banks, relative to 6
St. Lawrence ship canal, preliminary report of Commission on..... 20
Savings and loan associations, report of Superintendent of Banks, relative to 5
Savings banks, report of Superintendent of Banks, relative to..... 6
Seditious activities, report of joint legislative committee, investigating.. 50
Senate, bills, supplemental index..... 91
committees, list 22, 29
revised list 28
members, list 1, 29
notice of contest by John J. Dunnigan..... 16
rules 14
Soldiers' and Sailors' Home, Bath, report..... 34
Standing committees, Assembly, list..... 27
Senate, list 22, 29
revised list 28
State Boards, commissions and departments, *see specific names of.*
State Museum, report 52
Supplemental index of Assembly bills..... 92
of Senate bills 91
Syracuse State School for Mental Defectives, report..... 74

T

Tax Commission, report 93
Taxation and retrenchment, report of special joint committee on..... 57
Thomas Indian School, Iroquois, report..... 13
Transit Construction Commissioner, report 19
Treasurer, State, report 65
statement on receipts under provisions of Motor vehicle law..... 38
Trust companies, report of Superintendent of Banks, relative to..... 6
Tuberculosis hospital, report 41

V

Veterinary College, State, report..... 8

W

Water powers of the State, message from Governor on..... 58
Waters, boundary, *see* Boundary waters.
Watkins Glen Reservation Commission, report..... 80
West Haverstraw, State Hospital for Care of Crippled and Deformed Children, report 83
Western House of Refuge for Women, Albion, report..... 72
Women's Relief Corps Home, Oxford, report..... 71

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